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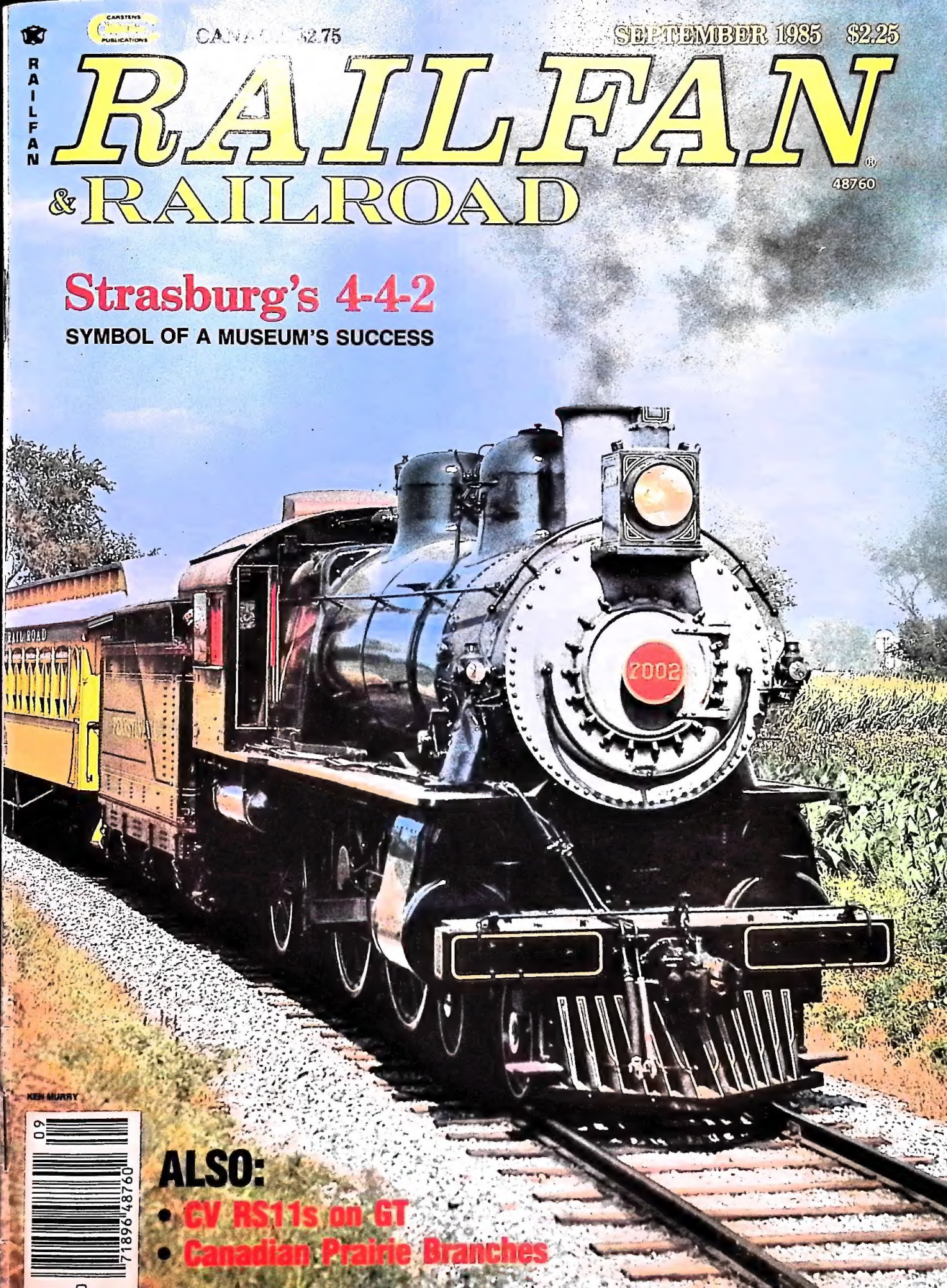

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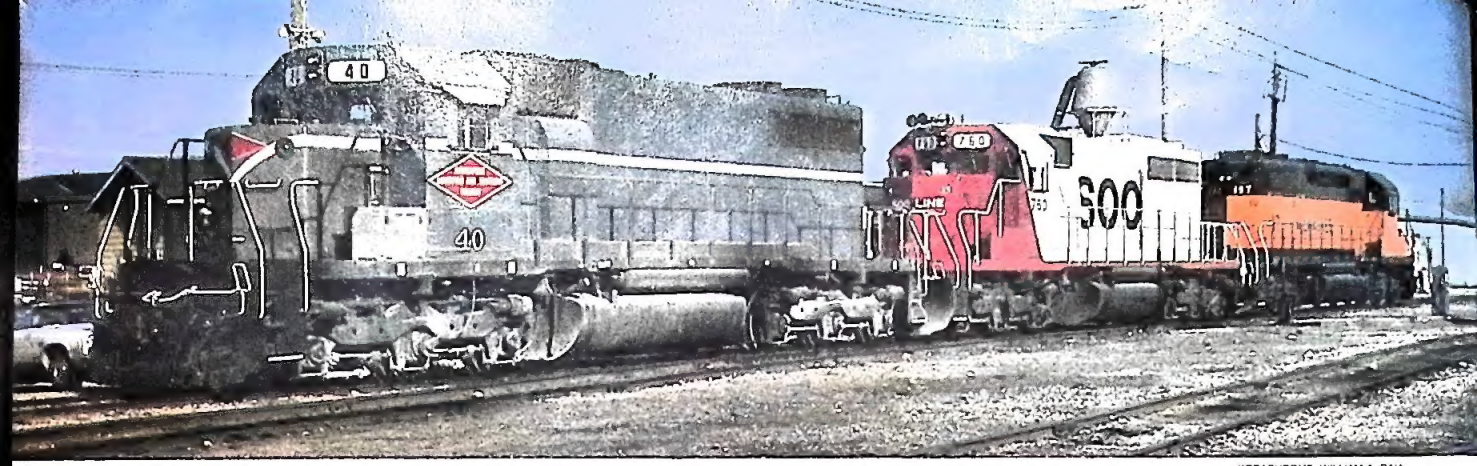


KODACHROME WILLIAM A. RAIA

WHO GOT THE MILWAUKEE? Judging by these photos, it's hard to tell. A gathering of the Soo Line's new "family" ocurred (above) on April 25, 1985, at Schiller Park, Ill., as MN&S, Soo and Milwaukee SDs arrived on an extra from Fond du Lac. On April 20th, the C&NW-Milwaukee pool coal train LTSHC (right) paused at Butler, Wis., with C&NW, Soo and Milwaukee SDs. See page 30 for more on the merger and coal train.

KODACHROME CHARLES HERAVER

Railnews

KODACHROME: GEORGE H. MENGE

ORANGE GP38-2S are making news. Birmingham Southern has acquired EJ&E 700-704; the 700, 704 and 702 (left) showed their new lettering at Ensley, Ala., on April 21. Meanwhile, the South Shore Line, now owned by the Venango River Corp., is repainting its GP38-2s into "Little Joe" colors, which made their debut on this April 17 press special.

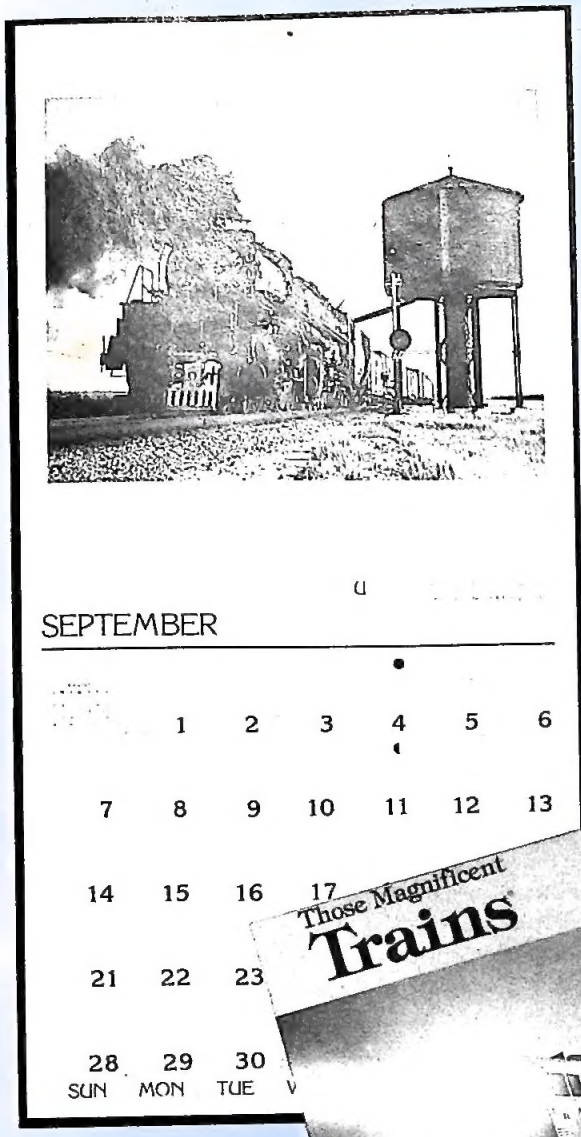
KODACHROME: ROBERT C. ANDERSON

KODACHROME: WILLIAM A. RAIA

THE *STAR CLIPPER* is a dining car train inaugurated by the Cedar Valley Railroad. Ex-C&NW F7s 407 and 416 are shown on May 17 with their push-pull consist at Janesville, Iowa. See page 30.

KODACHROME: DAVID L. BROOK

VANCOUVER EXPO 86 is being honored by six units to be painted by Canadian National. SD40-2 5334 (right) was at MacMillan Yard in Toronto on May 13, 1985.



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From the Publisher's desk: Amtrak to Chicago

When I mentioned an upcoming trip to Chicago, Jim Boyd suggested Amtrak, "Take the *Metroliner* to Washington and then the *Capitol Limited* to Chicago so you can ride the dome cars." Jim had taken Amtrak cross-country in 1984 to properly do his Amtrak series which appeared in our March and May 1985 issues.

I followed Jim's advice but routed myself home via the *Broadway Limited*. I would have preferred the *Lake Shore Limited* over former New York Central trackage, but it would have created problems getting home from Harmon. The *Broadway* dropped me off at Newark. The *Broadway* and *Capitol Limited* run as a combined train from Pittsburgh to Chicago.

I boarded Amtrak at Penn Station, New York, treating myself to a parlor car seat. I chose a tasty cold pasta salad from an ample menu, eating right in my seat, airline style.

The layover in Washington Union Station was long enough to get a needed haircut and magazines, plus a look around. It would be neat if Amtrak took a cue from Europe and sold train-spotter passes which would let you get out on the platforms for a better look. I could see Amtrak inspection car 10000 on the tail end of the *Blue Ridge*. A few tracks over sat a New York Central observation car and sleeper waiting to leave on a private charter, though I was unable to determine the train or destination.

The Amtrak Heritage equipment was clean and comfortable, and I settled into my roomette. A small basket was brought to my room with complimentary wine, cheese, crackers and mints. In the morning, complimentary juice and coffee were also offered first class passengers, and my shoes sparkled like new.

I enjoyed dinner in the diner, afterwards wandering to the dome car where a much-needed rain was making visibility all but impossible. By morning we were running two hours late due to a Conrail freight train derailment near Pittsburgh. Back to the diner—which was a new car from the *Broadway*—for a bacon and eggs breakfast. The weather had improved, but we couldn't make up the lost time into Chicago. One annoyance: I couldn't find a car rental counter in Chicago's Union Station and ended up taking a $3 cab ride to a Hertz garage.

Returning on the *Broadway* a few days later, I treated myself to a steak while enjoying a spirited conversation with an elderly Iowa couple and a casually-dressed young black fellow who turned out to be a professor of psychology at a large Pennsylvania university. Again, there was complimentary wine in the roomette. The *Broadway* was right on time, arriving about eight minutes early into Newark. I was pleased with Conrail's track improvement program, although much excess trackage and many small yards have disappeared. I spotted stored GG1s near Wilmington and saw equipment from a variety of regional commuter operations: DART, PATH, SEPTA, RTA, MARC and NJ Transit, as well as orange Amtrak work cars and locos.

I got off the *Broadway* at Newark rested and feeling that Amtrak had come a long way. I thought about the recent press briefing I attended in Washington when David Stockman said Amtrak had to go. Now I know we'll need the Amtrak alternative for many years to come.

TRAIN MPA

RAILFAN & RAILROAD

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Cover

Out of the past—literally! Atlantic 7002 romps upgrade on the Strasburg Railroad in the summer of 1983, putting miles on an overhaul begun by the Pennsylvania Railroad in 1940 and completed by Linn Moedinger's crew in 1983. The story of the 7002 and her restoration begins on page 36 and is followed on page 43 by the story of the Railroad Museum of Pennsylvania, owner of the 7002. Ektachrome by Ken Murry.

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Fanmail

The 614T

The cover of the May 1985 R&R may be the most arresting photo of a steam locomotive I've ever seen. Kudos to Jim Boyd for the 614T coverage; it was an excellent blend of the railfanning and engineering aspects of the ACE testing. The ACE 3000 may prove to be just a flash in the pan—but remember that that label was applied to another newfangled machine 50 years ago.

BILL CHRISTOPHER
Mundelein, Ill.

Ah, the ACE 3000 and the American spirit of free enterprise and entrepreneurship.

What's that you say? Government money? Oh well, never mind.

CHRISTOPHER MILLER
Lima, Ohio

Cowls in the lead

Noticed on page 29 of the May 1985 issue the news report on the ex-Amtrak AT&SF SDP40F diesel locomotives.

Your report stated, in part, that the Santa Fe has placed a ban on all cowl units as lead units on freight. This ban must have been of very short duration, as I noted and photographed AT&SF 5252 on the point of a freight train departing Burlington Northern's Globeville Yard in Denver, yesterday, May 2.

PAUL J. TEMPLETON
Sterling, Colo.

Although it came from a "normally reliable source," the story about the AT&SF restricting cowl units to trail was completely false. Sorry for the false alarm—J.B.

Escape from Winter

Jim Boyd's article in March issue, "Escape from Winter," notes that after 20 years Amtrak has miraculously discovered a group of patrons who "enjoy train travel and are willing to pay for it." This earth-shaking announcement appropriately comes just before congressional flak advocating gutting of the whole Amtrak system.

It did not take 20 years of floundering around for most of us to know that a deluxe New York to Chicago train, similar to or surpassing the late *20th Century*, could tap a reservoir of profitable business. Such a train on the order of the newly resuscitated *Orient Express* on a 15-hour non-stop schedule, locked-in at both termini, round-trip no nonsense crew of two-off and two-on each way, restaurant and lounge cars a la Lucius Beebe, innovations galore with a good kick in the pants for the 100-year-old standard railway car design, could have saved the day, Amtrak hayseed circus color scheme notwithstanding. Now, it's probably too late.

Congrats, Amtrak!

J. A. CASPER
Vero Beach, Fla.

California nit-picking

West Colton yard is humped from west to east. All traffic leaves from the east end of the yard, allowing minimally-impaired access to the easterly arrival yard (A-Yard) leads and the hump. Originating trains destined for the Coast, Los Angeles, City of Industry and Dolores leave their yard track(s) headed east, then negotiate the balloon track so as to reorient themselves into a westwardly-moving direction of travel. Other trains leaving West Colton's departure yard (C-Yard)—for the Sunset and Valley Routes—are properly oriented when they leave the yard and do not utilize the balloon track (page 51, May 1985 R&R).

In the "More-Picky-Than-Thou Department": in its narrowest usage among Southern Pacific railfans, the term "Cadillac" is never applied to SD7s (pre- or post-rebuilding), only SD9s (pre- or post-rebuilding). Considering the minor nature of the external differences between these two models on the Espee (e.g. greater indenture of classification lights on SD7s versus SD9s, the lack of a second 1200-gallon fuel tank on some SD7s) this narrowness of useage of the term "Cadillac" seems indefensibly restrictive to me, but tradition dictates otherwise (page 52, July 1985 R&R). Although, on rare occasions, SD9s have performed switching chores at Taylor Yard, it is the SD7s that have called Taylor their home for years.

By the way, Jim Boyd need not feel bad: on some days, when winter temperatures dip below freezing, those steep driveways leading to those palacial hilltop homes near Moorpark and Camarillo can be treacherous. So what if it only happens once or twice a year?

BRUCE VEARY
Woodland Hills, Cal.

The Grand Junction Depot

I enjoyed Jim Boyd's "Escape from Winter" in the May issue. However, his description of the Grand Junction depot facilities is in error. There is no "Amshack," and the 80-year-old depot is still very much in use. There is, indeed, a chain link fence between the depot and tracks with a gate that is opened for passengers at train time.

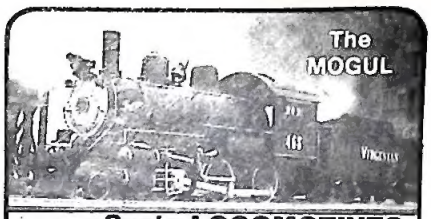
The old waiting room is still in use, and the ticket office and baggage room are opened daily from 10:00 a.m. to 5:00 p.m. with a full-time agent and baggage handler on duty. Passenger loadings run from modest to quite heavy and have, so far, justified the expense of operating this station.

W. L. McGUIRE
Grand Junction, Col.

Spencerville & Elgin

I have just finished reading the May 1985 issue and would like to comment on the news item entitled "Spencerville, Vermont?", which is in regards to the two RS3s purchased by the Spencerville & Elgin Railroad. It states that these two RS3s operate out of Ohio City on the former-Erie main line between Lima and Wren, Ohio, on the Indiana-Ohio state line. This statement is in error.

I was employed by the Spencerville & Elgin (SPEG) as general manager (July 5, 1979,—September 20, 1980) and president and chief executive officer (September 20, 1980—December 21, 1984). Presently the SPEG operates between Lima, Mile Post M 54.3 and Glenmore, Ohio, Mile Post M 84.2. The trackage between Glenmore and Wren was abandoned on December 9, 1979, due to the abandonment of the Erie Western Rail-



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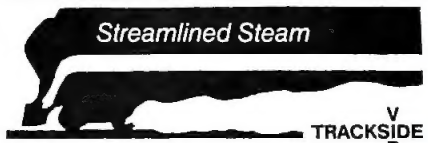
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way, which was the SPEG's interchange connection on the SPEG's western terminus. This trackage has since been sold by the former-Erie Lackawanna trustees to the L.B. Foster Company of Pittsburgh, Pa., and has been removed and sold to the Southern Railway. The SPEG handled the ribbon rail train that removed the trackage between Glenmore and Wren during September 20-23, 1980. The ribbon rail train consisted of two NW GP38s, 39 SOU ribbon rail cars and one NW caboose and was manned by NW and SOU personnel with the SPEG crew used as pilots. The only evidence left of the former-Erie main line is the ballast, signal boxes, semaphore signals and many a fond memory of days gone bye.

DENNIS L. MEEKER
Spencer Trucking Co.
Elgin, Ohio

Cleburne's CF7s

I'd like to make a few comments about Dave Lustig's piece on the ATSF CF7 locos in your May 1985 issue. There have been at least three incarnations of them: the original version which kept the contour of the F-unit cab, the headache version with the cab air-conditioner and the small window beneath the front window on the engineer's side (see photo of BR&W 2421 on page 50), and the final version with the larger one-piece window as pictured in most of the other photos accompanying the article.

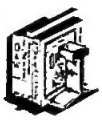
The originals and the first rebuilds retained the old-style EMD control stand and 24RL brake equipment, while the last ones got a complete new cab with AAR control stand and 26L brake equipment. The newer units also received chime horns and rotating beacons.

Both North Shore and Nittany & Bald Eagle have been quite pleased with the overall condition and reliability of our three CF7s. However, our train crews are not fond of running in reverse with the old style control stand and brake equipment. We hope to repaint the units in the old Erie Lackawanna gray, maroon and yellow by the end of the year. Our North Shore operation will improve as track rehabilitation continues through mid-summer, and we hope to be able to offer a passenger excursion or two after the trackwork is completed.

G. WAYNE LAEPPLE
General Manager
Northumberland, Pa.

Lustig reports that the new control stand was installed in the later model CF7s as an upgrading procedure but was not linked to cab size or windows. As older CF7s came in for major work, the new control stand was added, and any link between control stands, cab style and window placement is coincidental. Some CF7s never got new cabs or new control stands, and some with the "headache" cab have had their air conditioners removed—J.B.

Railroadiana



What's new?

The Chrysler Museum of Norfolk, Virginia, with the assistance of Norfolk Southern Corporation, has prepared an extremely handsome catalog of its photography exhibit "Ghost Trains: Railroad Photographs of the 1950s" by O.Winston Link. This superb little volume of Link's photos—not all night shots—is sure to become a valuable collectors item. The 52-page 11" × 8½" softcover book is exquisitely printed on heavy gloss stock and features full-page reproductions of 30 of Link's most distinctive photos of N&W locomotives, railroaders and neighbors, many of which have not been printed elsewhere before. Eleven pages of "caption data" at the end explain both the content and technique of each of the photos.

Included with the catalog is a 33⅓ r.p.m. record of two of Link's most famous recordings, the "Great Whistle Storm" of an A and Y6 on Blue Ridge, and Christmas Eve 1957 at Rural Retreat, Va., with Mrs. Dodson playing the Lutheran Church chimes in the background as a J makes a station stop. The catalog/recording sells for $12.50 plus $2.00 postage from The Chrysler Museum Shop, Olney Road and Mowbray Arch, Norfolk, VA 23510. Available from the same address for $5.00 plus $2.00 postage is a 20" × 24" poster on heavy gloss stock with a 17" × 13" reproduction of Link's famous night photo of the drive-in movie at Iaeger, W.Va., in 1956 with an N&W 2-6-6-4 storming past. The photo exhibition, incidentally, is no longer on display at the Chrysler Museum in Norfolk.

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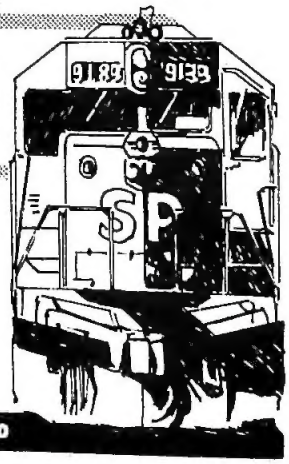

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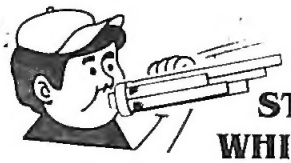
And while we're on the topic of steam sights and sounds, while you're enjoying your copy of the new Western Maryland color book by Bill Price (see review on page 8), you can add some background sounds of WM steam in action in a three-record album set from the Western Maryland Historical Society. Produced by Semaphore Records, these original recordings by John M. Prophet III feature action in 1952-53 of every major class of WM steam power: 2-10-0s, 4-6-6-4s, 4-8-4s, 2-8-0s and 4-6-2s. The 1950s steam is on two 12" lp's, while the third record in the set is a 45 r.p.m. stereo recording of WM Shay 6 on the Cass Scenic Railroad. Included is a 12-page capsule history and WM photo album in black & white. This "Fast Freight Rolling" album is available for $20.00 plus $3.00 shipping from the *Western Maryland Historical Society*, 7908 Colonial Lane, Clinton, MD 20735. Big news for video fans is that the WMHS has also put the classic WM 1952 film "Fast Freight Rolling" onto a 40-minute videotape. This superb color and sound film features big steam and "fireball" diesel action. It is available in Beta or VHS from the same address for $50.00 plus $2.00 shipping. On either the record or videotape, Maryland residents add 5% sales tax.

Of course, summer is time for my annual pitch for one of the finest railfan guides available, the 1985 edition of the *Steam Passenger Service Directory*, which gives schedules, rosters and information on virtually all of the steam, diesel and electric railway museums and tourist operations in the U.S. and Canada. Each entry includes a photo, address and phone number to aid in your travel planning. It's a must for the active railfan. The 200-page book sells for $6.00 postpaid (add 50¢ for First Class postage; Canadians please remit in U.S. funds) from *Empire State Railway Museum*, P.O.Box 666-CR, Middletown, NY 10940.

To many of us who fondly remember PRR, NYC and NYNH&H, happiness is living in a world where PC means "personal computer" and not Penn Central. However, if you have some sympathy for the big black monster of gloom and doom, you will be sure to enjoy Volume 6 in Bob Pennisi's "Northeast Railroad Scene" series of paperbacks, *The Penn Central: A brief look before Conrail*. This 72-page softcover pictorial features very good photo reproduction of quite a variety of PC scenes and subjects including big Alcos, GG1s and E-units, plus a good sampling of PRR, NYC and NH equipment in PC "transition." It sells for $10 from *Railroad Avenue*



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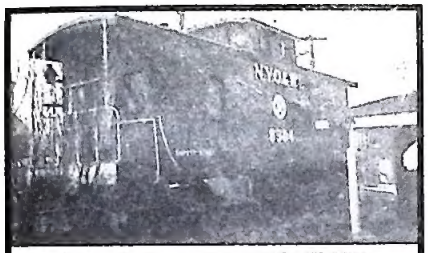

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And on the topic of gloom and doom, Thomas H. Ploss has written a book about the bankruptcy of the Milwaukee Road. This is a particularly interesting document, as Staff Attorney Ploss was directly involved with the Milwaukee Road at the highest levels throughout the period. The 168-page 8½" × 11" softcover, *The Nation Pays Again*, is available for $22.95 postpaid (Ill. res. add 7% tax) from T. Ploss, 1016 E. Hyde Park Blvd., Chicago, IL 60615.

Calendar Call

The first calendar we've had submitted for 1986 is from the Mountain State Railroad & Logging Historical Association, an 11" × 17" folded-out wall format black & white offering. It features an appointment-style date block and one large photo per month featuring scenes of West Virginia railroads and logging, including numerous geared locomotives in action—and derailing—plus a sawmill overview, a wooden suspension bridge, a Mower skidder at work and a logging camp being loaded onto flatcars. The paper stock is heavy and the reproduction is good, though slightly light in some instances.

The calendar sells for $5.00 plus 85¢ postage from the Mountain State Railroad & Logging Historical Assn., P.O.Box 89, Cass, WV 24927.

Traction Publications **by Joe L. Diaz**

DUNELAND ELECTRIC, *South Shore Line in Transition*, by Donald R. Kaplan, is an outstanding 112-page 11" × 8½" horizontal-format album available in either soft or hardbound editions with a striking color cover. The author is an accomplished photographer widely known for his coverage of the South Shore Line. In addition, the work of several other photographers has been included. In fact and photograph, though, this is Don Kaplan's book. He has covered every facet and operation of the railway from Randolph Street to the truncated end-of-the-line terminal at Bendix on the west edge of South Bend. This book is not an historical look at the South Shore Line, but a very interesting look at the railway and its development through the 1970s and the early 1980s.

There are nearly 200 photographs, many full page, numerous in color, with reproduction being excellent. Additionally, the text and the photo captions are intelligently written. It is available at $19.95 for the softbound and $27.95 for the hardbound edition, plus $2.50 postage and handling from *PTJ Publishing*, P.O. Box 860, Homewood, IL 60430.

MULE CAR AND TROLLEY, by William B. Everett and Gary B. Coombes: 127 9" × 7" pages, hardbound. This is the story of street railway transportation in the California coastal city of Santa Barbara. The first operation was in 1875, employing mule-drawn four-wheel cars, and we are given a very readable text describing the operation and growth of the system, with its electrification in 1896. Though the first double-truck cars were acquired in 1904, beginning in 1913 with five small center-door Brills, a unique style of car became the system standard. The early 1920s found the Santa Barbara & Suburban Railway in financial trouble from the coming of the automobile and unrestricted competition from jitneys. In 1924 the company purchased eleven single-truck Birneys from the San Diego Electric Railway, but all streetcar operation ended as of June 30th, 1929.

With over 70 photographs, several small track diagrams and a very brief listing of the car equipment, this is an attractive small book. It is available at $18.50 plus $1.00 postage from *Goleta Depot Fund*, P. O. Box 2125, Goleta, CA 93118.

Book Reviews

The Western Maryland Steam Album, by William P. Price, edited by Deane Mellander and Bob Kaplan. 108 8½" × 11" pages, hardbound. Published by Potomac Chapter NRHS, P.O.Box 235W, Kensington, MD 20895. $27.95 plus $2.50 postage and handling (Md. res. add 5% tax).

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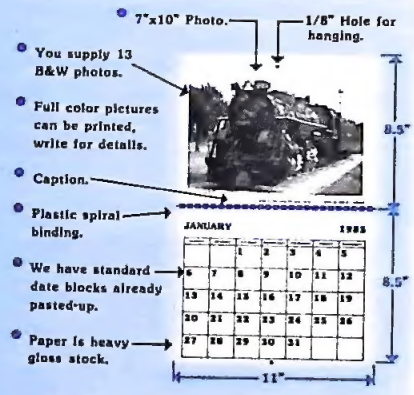

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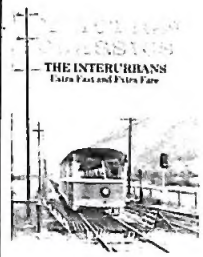
Following the Second World War, Bill Price of Cumberland, Maryland, was working evenings as a printer for a local newspaper. This gave him his days free to ramble the hills around Cumberland and photograph trains with his Leica cameras. Because of the slow color film of that time, he generally worked only the sunny days when the Leica could stop the action.

Thirty years later, his incredible Kodachrome images have been compiled by a dedicated and knowledgable group of railfans from the Potomac Chapter NRHS and put into a remarkable all-color book. With good organization, clean layout and absolutely superb color reproduction, the end result is dazzling. The colors are bright and generally razor-crisp with nary a muddy photo anywhere. A few slightly crooked photos and the editors' confusion over the spelling of "Ridgeley" is about the only fodder for even the severest nit-picker.

The sheer beauty of the WM steam power is immediately evident from the red and gold fireball trim to the dusty patina of the well-maintained but work-a-day engines. Price was a traditional scenery/action photographer whose calendar-quality views put the trains into context, and the editors have treated the images with understanding and respect. Followers of the WM may find some of the scenes familiar, since Price often worked both black & white and color cameras together, and many of his black & white scenes and sequences have become classics in books and magazines—seeing these same scenes in color is an entirely new experience, though.

While massive 2-8-0s and 2-10-0s dominate the pages, along with Challengers and high-headlighted 4-8-4s, you'll also find Pacifics in passenger service, a couple of antique 2-8-0s and a sampling of early WM diesels, including Baldwin switchers, a BL2, FAs, F7s and RS2s—there's even a C&O Brill gas-electric meeting the 2-8-0 on the WM mixed at Durbin. The geographical limits of the book are about a one-day drive from Cumberland: Durbin, Elkins, Meyersdale and Williamsport.

Appropriate artwork, timetable reproductions, maps and track charts show up throughout the book. There is introductory text for each chapter, but the bulk of the information is carried in the well-done photo captions. This is a truly beautiful book at a very good price—all the color separations and printing were done in the Baltimore area—and at a press run of only 4000, with no reprint anticipated, it is sure to become a treasured edition-J.B.



Traction Classics, Volume 2, The Interurbans, Extra Fast and Extra Fare, by William D. Middleton, published by *Golden West Books*, P.O. Box 80250, San Marino, CA 91108, Hardbound 185 8½" × 11" pages, $35.95. The second volume in this outstanding series is divided into two sections, the Lightweights and High-Speeds. The first part of the book covers in detail the new and positive trend in rolling stock that followed World War I, a radical design change that allowed the electric railway industry to acquire and operate

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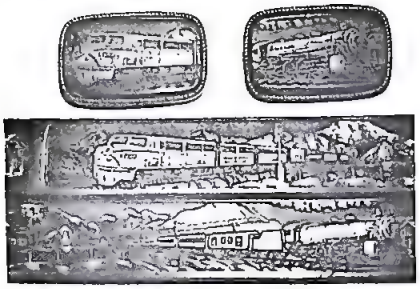
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lightweight equipment which would substantially reduce power consumption, wear on the track and labor cost through one-man operation. Additionally the new designs would increase schedule speeds and passenger comfort. The first chapter illustrates numerous examples, such as the Chicago & Joliet Railway Electric Railway cars built by Cummings Car & Coach Company; the Gary & Valpraiso Railway Kuhlman-builts, the Cincinnati, Hamilton & Dayton's lightweight suburban cars, and the St. Louis Car Company's arch-window lightweights which were long-lived and famous. One of the impressive features of this book is the good choice of outstanding photographs, with excellent reproduction.

A chapter is devoted to the Cincinnati Curved-Side Lightweights. Accompanying numerous photos, many of them operational scenes, are detailed car specifications and data, plus structural drawings and an industry advertisement. Other chapters detail the C&LE's "Red Devils," the Indiana Railroad's High-Speed Cars and the Brill Bullets. Additionally, the second owners and their operation of these outstanding cars are illustrated.

The major portion of the book, The Interurban Deluxe (no lightweights here), includes several of the most interesting cars. Covered are deluxe parlor and private equipment, the Los Angeles Pacific's *El Viento,* the Beebe Syndicate's 999, Connecticut Company's Parlor Car 500, the Leatherstocking Route's parlor car *Ostego,* and, of course, the *Berkshire Hills.* Also shown are the North Shore Line's dining cars and *Electroliners,* the South Shore's Pullman parlor and dining cars, and the Oregon Electric Railway's Niles parlor-observation cars. The WCF&N's parlor-observation cars are included, as well.

No electric railway operated sleeping car service as extensively or over a longer time span than the Illinois Traction System, which aggressively promoted the service. The several types of these cars are covered in photos, detail drawings and data. A chapter titled *American Car & Foundry's Classic Steel Parlor Cars* deals with the big Interstate and CD&M electric cars.

Along with over 230 photographs, there are more than 20 car detail drawings, elevations and floor plans, plus several reproductions of tickets, menus and brochures, and a detailed bibliography along with an index. Look for the book's dust jacket with an attractive painting of a Brill Bullet on the Bamberger Railroad—JOE L. DIAZ.

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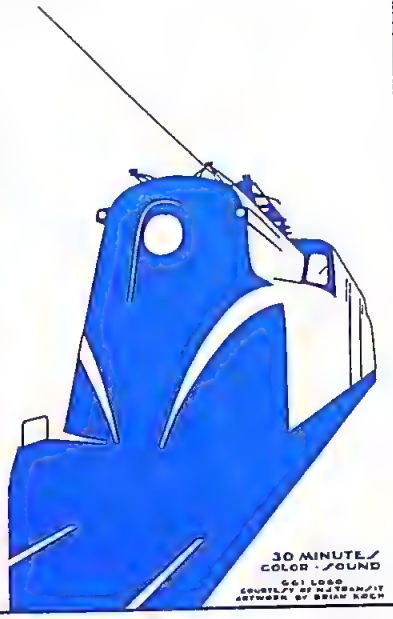
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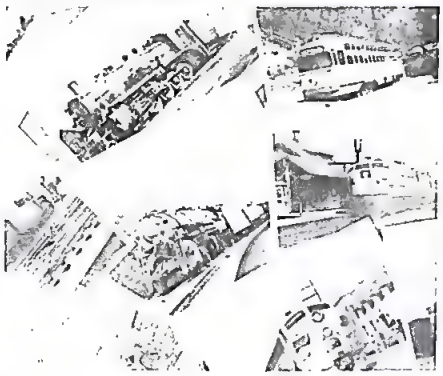

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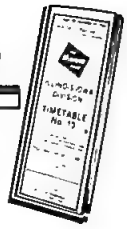

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1985 Excursion Season. The following listings indicate: **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 4501 is SR 2-8-2, and FP7s are SR green and gold passenger diesels.

August 1, 4501 Dedication of St. Louis Union Station (STLC); **Aug.3**, 611 Erie, Pa., to Bellevue, Oh., roundtrip (LSR); **Aug.3-4**, 4501 St.Louis-Moberly, Mo., roundtrip each day (STLC); **Aug.4**, 611 Erie to Buffalo roundtrip (LSR); **Aug.5**, 4501 St.Louis to Huntingburg, Ind., one way (AAR); **Aug. 10-11**, 4501 Richmond to Keysville, Va., roundtrip each day (ODC); **Aug. 10-11**, 611 Bellevue to Columbus, Oh., roundtrip each day for Ohio State Fair (MRC), **Aug.17-18**, 611 Kenova, WVa., to Columbus, Oh., each day for Ohio State Fair (CPHC); **Aug. 17-18**, 4501 Salisbury to Asheville, N.C., roundtrip each day (SCNC), **Aug.31-Sept.1**, 4501 Kingsport, Tenn., to Andover, Va., roundtrip each day (ETRA).

September 7-8, 4501 Louisville, Ky., to Huntingburg, Ind., roundtrip each day (KRM); **Sept.7**, 611 Cincinnati to Danville, Ky., roundtrip (CCN); **Sept.8**, 611 Cincinnati to Muncie, Ind., roundtrip (CCN); **Sept.14-15**, 611 Lexington, Ky., to Chattanooga on Saturday, overnight and return on Sunday (BGM); **Sept.28-29**, 4501 Charleston to Branchville, S.C., roundtrip each day (CSCC).

October 12-13 and 19-20, 611 Chattanooga to Crossville, Tenn., roundtrip each day, 611 to Emory Gap and diesels to Crossville and return (TVRM); **Oct.26-27**, 4501 Knoxville to Asheville, Tenn., roundtrip each day (OS); **Oct.26**, 611 Atlanta, Ga., to Chattanooga roundtrip (ACN); **Oct.27 and Nov.2**, 611 Atlanta to Toccoa, Ga., roundtrip each day (ACN).

November 3, 611 Atlanta to Chattanooga roundtrip (ACN). **Nov.9-10 and 16-17**, 611 Jacksonville, Fla., to Valdosta, Ga., roundtrip each day (NFC).

The sponsoring organizations are: (AAR), American Association of Railroads, 3422 Osage St., St.Louis, MO 63118; (ACN) Atlanta Chapter NRHS, P.O.Box 87246, Atlanta, GA 30337; (BGM) Bluegrass Railroad Museum, P.O.Box 17851, Greenville, SC 29606; (CCN) Cincinnati Railroad Club, P.O.Box 36060, Cincinnati, OH 45236; (CHPC) Collis P. Huntington Chapter NRHS, P.O.Box 271, Huntington, WV 25707; (CSCC) Charleston Chapter NRHS, P.O.Box 10081, Charleston, SC 29411-0081; (ETRA) East Tennessee Railfan Association, P.O.box 1341, Kingsport, TN 37662-1341; (KRM) Kentucky Railroad Museum, P.O.Box 295, Louisville, KY 40201; (LSR) Lake Shore Railway Historical Society, P.O.Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O.Box 42, Bellevue, OH 44811; (NFC) North Florida Chapter NRHS, P.O.Box 16493, Jacksonville, FL 32245-6493; (ODC) Old Dominion Chapter NRHS, P.O.Box 8583, Richmond, VA 23226; (OS) Old Smoky Chapter NRHS, P.O.Box 601, Knoxville, TN 37901; (SCNC) Spencer Chapter NRHS, P.O.Box 1548, Salisbury, NC 28144-0150; (STLC) St.Louis Chapter NRHS, 3439A Dunnica Ave., St.Louis, MO 63118; (TVRM) Tennessee Valley Railroad & Museum, 4119 Cromwell Road, Chattanooga, TN 37421.

CHICAGO & NORTH WESTERN, 1985 season. R1 4-6-0 1385, on lease from Mid-Continent Railway Museum, will be appearing at the following locations. Check locally for operational specifics.

August 3, Butler/Kenosha, Wis., trips for NMRA; **Aug.10**, Butler to Kenosha; **Aug.11**, Kenosha to Chicago; **Aug.12-15**, display at Chicago Passenger Station; **Aug.16**, trip out of

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Chicago for United Way; **Aug.17**, Chicago to Clinton, Ia., **Aug.18**, display in Clinton; **Aug.19**, Clinton to Marshalltown, Ia.; **Aug.20-21**, Marshalltown layover; **Aug.22**, Marshalltown to Sheffield, Ia., **Aug.23-25**, trips out of Sheffield; **Aug.26**, Sheffield to Oelwein, Ia ; **Aug.31-Sept.2**, trips out of Oelwein.

September 5, Oelwein to Marshalltown, **Sept.6**, Marshalltown to Boone, Ia ; **Sept.7**, Boone, Pufferbilly Days, **Sept.8**, Boone to Council Bluffs, Ia.; **Sept.21**, Council Bluffs, River City Roundup; **Sept.22**, Council Bluffs to Boone, **Sept.23**, Boone to Cedar Rapids, Ia.; **Sept.24**, Cedar Rapids to Clinton, Ia.; **Sept.25**, Clinton to West Chicago, Ill.; **Sept.26**, display in West Chicago; **Sept.27**, West Chicago to Chicago Passenger Station, servicing at California Avenue, **Sept.28**, Chicago to Janesville, Wis , **Sept.29**, Janesville to North Freedom, Wis

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FLINT, MICHIGAN, August 10-11. "Railfan Weekend" at Huckleberry Railroad and Crossroads Village featuring action on three-foot gauge railroad with shop tours, special runs and photo opportunities plus films and HO model railroad display. Because of unforseen mechanical problems with other rolling stock, D&RGW 2-8-2 464 will not be running, although it will be on display in the shop. Contact: Genesee County Parks & Recreation Commission, G5055 Branch Road, Flint, MI 48506; 313/736-7100.

NEWARK, NEW JERSEY, August 11. "Hudson River Streamliner" excursion from Newark, N.J., through New York City to the old NYC main line and up the east side of the Hudson River to Selkirk, N.Y. Return on the old West Shore—see both sides of the Hudson in one day. Coach fare $50; First Class will be available. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015, 201/488-5429.

PORTOLA, CALIFORNIA, August 24-25. "Feather River Railroad Days" at Portola Railroad Museum features displays of four WP diesels, UP DDA40X 6946 and Clover Valley steam engine. Train rides on half-mile loop using WP F7 921. Contact: Feather River Rail Society, P.O. Box 8, Portola, CA 96122, 916/832-4737.

FELTON, CALIFORNIA, August 31-September 1-2. "Roaring Camp Steam Festival" at the Roaring Camp & Big Trees Railroad featuring rare and unusual antique steam and gasoline powered machinery including tractors, farm equipment and household gadgets. $3 spectator fee credited toward RC&BT rail ticket. Six miles inland from Santa Cruz off Hwy 17. Contact: Roarin Camp & Big Trees, P.O.Box 338, Felton, CA 95018, 408/335-4484

BUFFALO, NEW YORK, September 13-14. 20th Annual Convention of the Nickel Plate Road Historial & Technical Society at Holiday Inn, Hamburg, N.Y., Exit 57, I-90. Includes ride behind *Best Friend of Charleston*, tours of area railroads, museums, films, slides, model contest, layout tour, banquet and auction. Walk-in registration accepted for non-members, Sept. 13, 4-8pm, for $10 membership fee plus registration fee. Contact: Dave Allen, 44 Monroe Drive, Williamsville, NY 14221; 716/626-0951.

GRAFTON, WEST VIRGINIA, September 13-15. West Virginia Railroad Heritage Festival featuring a wide variety of rail-theme activities. Contact: West Virginia Railroad Heritage Festival, P.O.Box 66, Grafton, WV 26354; 304/265-1957.

NORTH CONWAY, NEW HAMPSHIRE, September 14.Railfan's Day at Conway Scenic Railroad with day-long activities including doubleheader steam, passenger trains and steam and diesel powered freight and mixed consists. Photo runbys on 3.25% main line grade. Alco and EMD diesels plus 2-6-2 and 0-6-0. Extra train over seldom-used track to Intervale. Model railroad open house, handcar rides, special exhibits and flea market. Slides and movies in the roundhouse and night photo session. No admission charge, regular fares on each train ride or all-day pass for $9.50. Contact: Conway Scenic Railroad, P.O. Box 947R, North Conway, NH 03860; 603/356-5251. Please send large SSAE.

LEXINGTON, KENTUCKY, September 14-15. N&W Class J 4-8-4 611 two-day excursion to Chattanooga, Tenn., and return. 510 mile journey over SR's busiest main line. Fare includes meals and hotel. $155 double occupancy, $170 single occupancy, $125 per child under 18 with parent. Contact: Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. Please include large SSAE.

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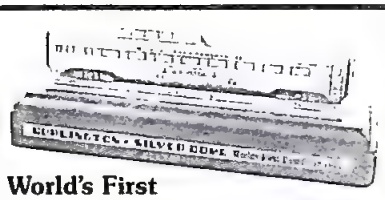

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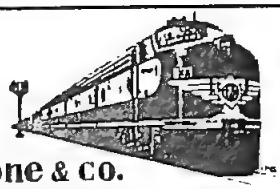

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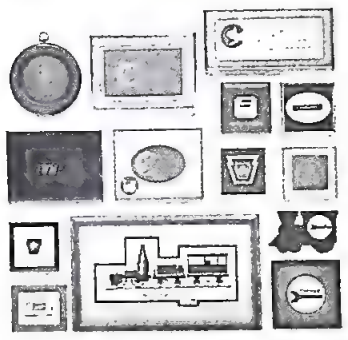

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INDIANAPOLIS, INDIANA, September 14. Second Annual Indiana Traction Meet at Signature Inn North, 3910 Payne Branch Road (8400 N. Michigan Rd., US 421) in Indianapolis, 11am-??. Movies, slides and models of Indiana interurbans and streetcars. Contact (SSAE, please): Ronald A Morris, 9636 West Morris Street, Indianapolis, IN 46231, 317/839-0132.

TACOMA/SEATTLE, WASHINGTON, September 14-15. Two one-day excursions via Amtrak *Pioneer* to Cascade Locks on the Columbbia River. Tour of locks on sternwheeler *Columbia Gorge* and lunch at locks included in train fare of $75. Groups of ten or more receive 10% discount. Sponsored by Tacoma Chapter NRHS. Contact: Winifred Paine, 1030 N. Steele St., Tacoma, WA 98406.

READING, PENNSYLVANIA, September 14, 15, 21 and 22. Iron Horse Rammbles using ex-Rdg 4-8-4 2102 on four Conrail main line roundtrips celebrating the 40th Anniversary of the Reading T1 class 4-8-4s. Other anniversary activities planned. Contact (large SSAE, please): RAMBLES, Reading Company Technical & Historical Society, P.O.Box 356, Birdsboro, PA 19508.

MILWAUKEE, WISCONSIN, September 19-22. 40th Reunion of the Military Railway Service Veterans. Members of all WWII Railway Operating Battalions invited. Held at Marc Plaza Hotel. Contact: Richard D. Campbell, P.O.Box 274, Trenton, MO 64683.

BLUEWATER MICHIGAN CHAPTER NRHS is sponsoring three rare mileage trips with dining car service this fall. For details send SSAE to: Bluewater Michigan Chapter NRHS, P.O.box 296, Royal Oak, MI 48068-0296; phone 313/399-7963 or 676-1619

September 20-22. *The Mackinaw Limited*, from Birmingham, Mi., to the Straits of Mackinaw and Mackinac Island with passenger stops in Durand and Bay City via GTW and D&M

September 28-29. *The Annie Rambler*, from Birmingham, Mi., via GTW to Durand and TSBY segment of Ann Arbor R.R. to Frankfort/Elberta on Lake Michigan

October 5. *The Timberliner*, fall color trip from Bay City to Grayling using Detroit & Mackinac Alco power.

SAN DIEGO, CALIFORNIA, September 21. "Railfest 1985" for railfans and modelers at Balboa Park featuring movies, slides, photo contest and swap meet. Admission $5 before Sept. 1, $7 at door. See fantastic model railroads in action featuring SD&AE Carrizo Gorge and SP/AT&SF Tehachapi Pass. Contact: San Diego Railroad Museum, Casa de Balboa, San Diego, CA 92101; 619/462-1058.

PORTLAND, MAINE, September 21-22. Passenger excursions on Maine Central using Guilford inspection train equipment limited to four cars. Saturday, Sept. 21, Portland to Rockland roundtrip, and Sunday, Sept 22, Portland to North Conway, N.H., roundtrip. Prices have not yet been established, but due to extremely limited capacity, $20 per trip deposit will hold a reservation. Contact: Mass Bay RRE, Box 136, Ward Hill, MA 01830

CASS, WEST VIRGINIA, September 21. Annual Fall Excursion to Bald Knob sponsored by Mountain State Railroad & Logging Historical Association. Shay locomotive, photo runbys, cab and caboose rides plus hike to former logging camp site. Fare $35 includes train ride, lunch and barbecue dinner at Cass shop. Contact: MSR&LHA Excursion, 3101 Auburn Road, Huntington, WV 25704.

FORT WAYNE, INDIANA, September 21-22. NKP 2-8-4 765 will power a roundtrip each day from Fort Wayne to Peru, Ind., over old Wabash lines of the N&W Attend circus performance at Peru. For fares and schedule details, contact: Fort Wayne Railway Historical Society, P.O.Box 11017, Fort Wayne, IN 46885.

SUGAR JUNCTION, COLORADO, September 28. 7th Annual *Peavine Express* excursion on the San Luis Central Railroad from Sugar Junction to Center, Colo., using SLC 70-ton GE diesel No.71. Sugar Junction is two miles east of Monte Vista, Colo. All passengers must sign a release form, and all passengers must be 18 years or older—no children. Departs 10am and returns about 3pm. All day fare $10 includes lunch. Hosted by Intermountain and Colorado Midland Chapters NRHS and SLC Railroad. Contact (large SSAE, please): Depot Passenger Agent, Intermountain Chapter NRHS, P.O.Box 5181, Terminal Annex, Denver, CO 80217, 303/623-6746, or Passenger Agent, Colorado Midland Chapter NRHS, P.O Box 824, Colorado Springs, CO 80901

FLINT, MICHIGAN, October 4-6. "Steam's Alive in '85" Fall Convention of North Central Region NMRA includes model railroad activities plus TSBY/Ann Arbor R.R /PM 1225 steam and diesel shop tour and Huckleberry R.R. narrow gauge steam ride. Contact: Steam's Alive in '85, G-3117 Corunna Rd., Suite 195, Flint, MI 48504

JAMAICA, NEW YORK, October 5. Long Island Rail Road all-day railfan excursion to benefit restoration of LIRR 4-6-0 39. Diesel power from Jamaica to Bay Ridge Brooklyn Freight Terminal and car floats via newly-acquired trackage; L.I. City via drawbridge. First diesel-powered excursion to operate on the normally electric Port Washington branch. Other highlights include Holban Yard tour and run to Mitchell Field on freight-only trackage. Contact (SSAE, please): Steam Loco 39 Preservation Fund, P.O Box 463, St.James, NY 11780.

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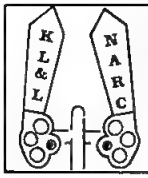

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We are rapidly running out of these outstanding quarterlies. Volume 1 #2 and #3 and #4 are sold out. Volume 2 #3 is also sold out and all other issues are getting low in number. So don't miss this opportunity to have a truly valued piece of photographic literature at a truly low price. These outstanding journals have text and illustrations that render it a classic among publications. Now Nickel Plate Products offers you the railfan an opportunity to enjoy any of the below listed issues at a cost that cannot be matched. For the sum of $3.75 plus 75¢ each shipping and handling, you can enjoy Robert Fosters photographs or see steam in Raton Pass or be at trackside in the steam era at Sherman Hill plus many more articles from our steam heritage, at such a splendid price that is worth the price of the cover alone. Some issues are extremely limited in supply. This offer is good for only the below listed issues and in no way involves future issues.

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EAST HAVEN, CONNECTICUT, October 12. "Connecticut-East Haven Railfan Day" at the Shore Line Trolley Museum with rare and seldom-seen cars in service. An Extra Fare day, held in conjunction with Connecticut's 350th year and East Haven's Bicentennial. Contact: The Shore Line Trolley Museum, 17 River Street, East Haven, CT 06512, 203/467-6927

HOBOKEN, NEW JERSEY, OCTOBER 13. *The Jim Thorpe Express* excursion to Jim Thorpe, Pa., and return via N.J.Transit's Boonton Line and Conrail via Washington and Allentown to Packerton Jct. and the Panther Valley R.R. into Jim Thorpe. Morristown & Erie Alcos will power NJT conventional coaches. Departs Hoboken 8:30am, passenger stop at Dover 9:30am and return to Hoboken approximately 8:30pm. Lehigh River scenery, Allentown Yard, annual Fall Festival and ride behind CPR 4-6-0 972 at Jim Thorpe. For flyer and order form, send SSAE to: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015-2243. VISA or MasterCard honored, 201/488-5429.

DENVER, COLORADO, October 19. Union Pacific 4-6-6-4 3985 over Sherman Hill on excursion from Denver to Laramie, Wyoming. Diesel power (likely DDA40X 6936 or E9 951) Denver to Speer and 3985 to Laramie and return to Speer. Departs Denver 7:30am and returns 8pm. Lots of photo runbys, including at least one with diesel. Get your ticket early, this train usually sells out! Adult fare $80, children under 12 $70. VISA or MasterCard accepted. Contact (large SSAE, please): Depot Passenger Agent, Intermountain Chapter NRHS, P.O.Box 5181, Terminal Annex, Denver, CO 80217, or Passenger Agent, Colorado Midland Chapter NRHS, P.O. .Box 824, Colorado Springs, CO 80901. Intermountain phone 303/623-6747.

ESSEX, CONNECTICUT, October 26. Railfan Day at the Valley Railroad, sponsored by the Connecticut Valley Railroad Museum. Regular steam passenger trains will run along with special steam and diesel powered freight and mixed trains. Night photo session. Freight-only trackage. All-day railroad flea market. Many new exhibits include RS1 and E9 diesels. All-day ticket $16. Dealer tables available. Contact: CVRM, P.O.Box 97, Essex, CT 06426.

SCRANTON, PENNSYLVANIA, November 1-3. Railfans Weekend at Steamtown USA featuring Friday evening welcoming banquet with slide/movie presentation and special steam operations on Saturday and Sunday with photo runbys in areas not accessible from highways. Night photo session on Saturday evening conducted by R&R Editor Jim Boyd. Weekend fare $49.95 includes all Steamtown events except meals and hotel accommodations. Contact: Group Sales, Steamtown Foundation, P.O.Box 5250, Scranton, PA 18505-5250.

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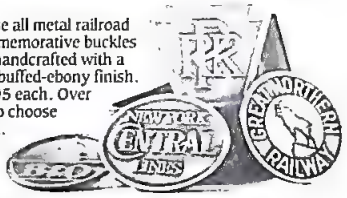

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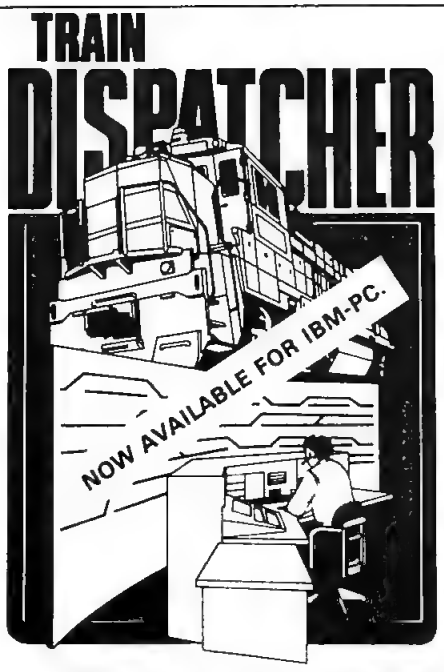

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TRAIN DISPATCHER and **LOCOMOTIVE SWITCHER** are available from SIGNAL COMPUTER CONSULTANTS, Ltd., P.O. Box 18222, Dept. 01, Pittsburgh, PA 15236, or call (412) 655-7727. US and Canada add $2.50 postage and handling ($4.00 foreign) for each game ordered. PA residents include sales tax. Use Master Card, VISA, moneyorders or checks drawn on US or Canada banks. Master Card and Visa show card number, expiration date and signature. We guarantee and support our products. Free replacement or full refund for 30 day warranty period. Dealer inquiries invited.

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RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Alexandria, VA 22302. 703/998-2362, has the following tours scheduled

150th ANNIVERSARY OF GERMAN RAILROADS, September 3-22 Special rail events in East and West Germany including Nurnburg pageant and steam special in Belgium.

SOUTH AMERICA STEAM SPECIAL, September 26-October 24. A two-part tour of both east and west coasts with many chartered steam trains and regular service station. Join for all or part of the tour.

CHALLENGER TOURS, P.O Box 8965, Trenton, NJ 08650 (609/586-4664), is offering the following rail tours. Contact them for full details.

JORDAN and SYRIA, September 27-October 8. Lawrence of Arabia's fabled Hedjaz Railway is the destination of this To Europe for Steam tour which includes steam specials in both countries

TURKEY, October 4-19 Railway Travel & Photography tour for a variety of steam

CHINA, November 15-30 Railway Travel & Photography tour to ride and photograph trains in Northeast China, including steam and industrial lines

INDIA and NEPAL, November 15-December 7. Railway Travel & Photography tour includes steam on three gauges in India and a Garratt in Nepal

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information Sharon Armacost, 301/239-2456; sales tables $20 Admission $4, under 12 free with adult General information· Greenberg Publishing Co., Sykesville, MD 21784, 301/795-7447

Philadelphia, Pennsylvania, August 17-18 (previously listed as Aug.10-11), Philadelphia Civic Center.

Williamsburg, Virginia, October 5-6, William & Mary Hall.

New Carrollton, Maryland, October 12-13, Sheraton Hotel, Capitol Beltway Exit 20B

SAN MATEO, CALIFORNIA, September 6-8. "Pacific Railfair" Model Train Show hosted by the Peninsula Model Railroad Association at San Mateo County Fairgrounds, Delaware and 25th Avenue. Swap tables, displays, operating layouts and manufacturers displays. This year including the National Circus Modelers Convention. Adults $2, family $4, three-day pass $5. Tables $15. Friday 6-9pm, Saturday 11am-9pm, Sunday 11am-6pm. Contact: Tom Knecht, Secretary, Pacific Railfair, 2425 Hampton Avenue, Redwood City, CA 94061.

BOONE, IOWA, September 7. "Pufferbilly Days" Railroadiana Show & Sale as part of large weekend celebration Over 70 tables for railfan and modeler. 10am-5pm. Free admission; tables $15. Send large SSAE for information to: V.R. Ward, 201 North 8th Street, Marshalltown, IA 50158.

ST. LOUIS, MISSOURI, September 7. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at North County Recreation Complex, 2577 Redman Road, St.Louis County,

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9am-2pm. Admission $1, tables $8 in advance, $10 at door Contact: Richard S. Young, 105 Francisca, Florissant, MO 63031; 314/837-3407.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations. For full information, contact: The Great American Train Show, 239 James Street, Bensenville, IL 60106; 312/766-4417.

San Jose, California, September 7-8 Santa Clara County Expo Center, 344 Tully Rd., noon-6pm

Columbus, Ohio, October 19-20 Franklin County Veterans Memorial, 300 W Broad St.

PITTSBURGH, PENNSYLVANIA, September 8 Steel Valley Train & Toy Show at Castle Shannon Firemen's Hall, Route 88, 11am-4pm Admission $3.50, kids under 12 free. Contact: Mrs. Catherine Daum, P O Box 10977, Pittsburgh, PA 15236; 412/653-6940 or 653-4083.

EDMONDS, WASHINGTON, September 15. Swamp Creek & Western Railroad Club Annual Sooper Swap & Railroadiana Meet at Frances Anderson Recreation Center, 700 Main Street. Noon-5pm. Admission $1 50, kids under 12 75¢. Contact: Roger Ferris, SC&W Railroad Club, 211 Railroad Ave., Edmonds, WA 98020

ARKVILLE, NEW YORK, September 14 "Railroad Festival" in the heart of the Catskills hosted by the Delaware & Ulster Rail Ride has 100 tables of railroadiana and model trains plus rides on D&U to Fleischmanns, Highmount and new Kass Inn (Kelly Corners) extension and photo runbys. All day pass $10 Show only $2, kids $1 Tables $10. Contact: D&U Festival, P O Box 243, Stamford, NY 12161, 607/652-2821.

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations For details, contact James Madden, Railway Employees Activities Association, P.O.Box 16489, Rocky River, OH 44116, 216/476-0456.

Akron, Ohio, September 27-29. Chapel Hill Mall, off Rte.8 between Howe Rd and Tallmadge Ave Free parking and admission Friday and Saturday 10am-9pm, Sunday noon-5pm.

Sharon, Pennsylvania, October 18-20. Shenango Valley Mall, North Hermitage Road in Hermitage, Pa. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission

RUTLAND, VERMONT, September 28. Rutland Area Railroadiana & Model Railroad Show at Vermont State Fairgrounds, U.S.Rte 7, 9am-5pm. Adults $2, kids 6-15 50¢, under 6 free Contact: Karen C. Korpi, 114 Hemlock Road, Milton, VT 05468; 802/893-4157

ALLENTOWN, PENNSYLVANIA, September 29. Lehigh Valley Chapter NRHS Railroadiana & Model Railroad Show & Sale, 10am-4pm, at Dieruff High School, Washington and Irving Streets, two miles south of U.S. Rte. 22 at Airport Road Exit. Admission $2, family $3. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

VESTAL, NEW YORK, October 6. All Gauge Train Meet at Vestal American Legion, 10am-4pm, hosted by Binghamton Society of Model Engineers and Susquehanna Valley Chapter NRHS. Admission $1, kids under 12 free with adult. Contact: Douglas G. Miller, 148 Castleman Road, Vestal, NY 13850; 607/754-8260.

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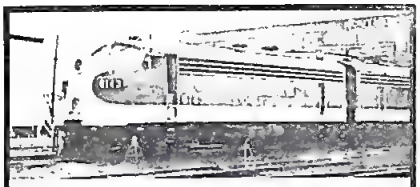

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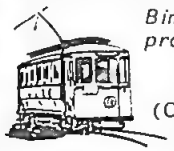

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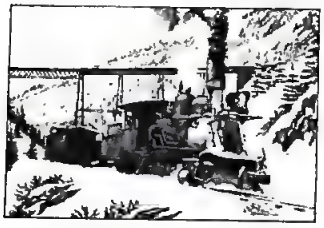
To those we love and see each day and other loved ones... Merry Christmas and Happy New Year!—*artist H. Fogg*

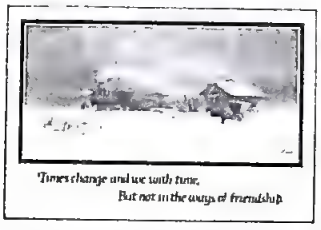
5083 COLORADO EAGLE
May Christmas bring Friends to your Fireside, Peace to your Pathway... —*artist Mike Danneman*

5072 ROCKY MOUNTAIN SUNRISE
Merry Christmas and a Happy New Year—*artist Howard Fogg*

5085 RIO GRANDE SOUTHERN COMIN' AROUND THE BEND
Merry Christmas and a Happy New Year—*artist James Starr*

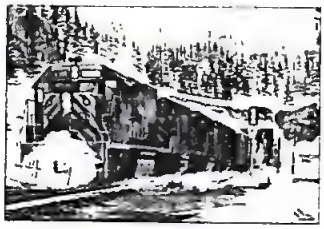


5079 GEORGETOWN LOOP
Merry Christmas and a Happy New Year—*artist Jan P. Rons*

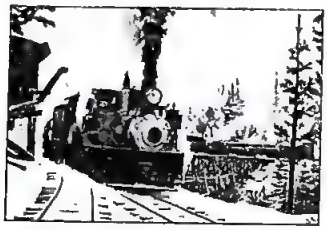


5077 HOME FOR CHRISTMAS
Let us keep Christmas...for its meaning never ends and its spirit is the...joy of Remembering Friends—*artist C. Smith*

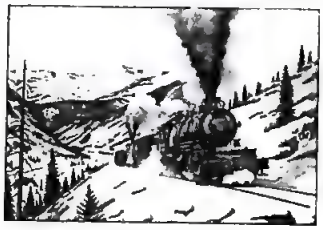
5005 THE GG-1 ON A CHRISTMAS RUN May the Peace and Happiness of the Christmas Season abide with you... all the Coming Year—*artist H. Fogg*



5084 TENNESSEE SUMMIT
With every good wish for Christmas and the New Year—*artist Jan P. Rons*



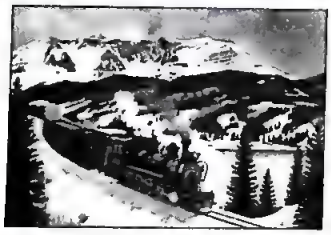
5068 WINTER ON THE WEST SIDE
Merry Christmas and Best Wishes for a Happy New Year—*artist Jan P. Rons*



5078 MOFFAT MALLEY MOUNTAIN CLIMBER May you and yours this Christmas Day and every day this coming year be blessed...—*artist Fogg*

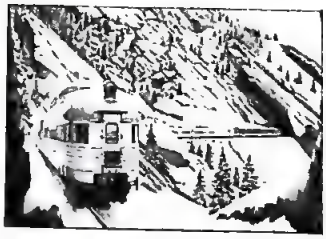
5081 CENTENNIALS MEET IN WEBER CANYON Merry Christmas and a Happy New Year—*artist Mike Danneman*

5037 ALASKAN MONARCH
May Peace be your Gift at Christmas and your Treasure throughout the New Year—*artist Howard Fogg*



5018 OLD-TIMER OF THE ROCKIES
May there come to you at this holiday time...Health, Happiness, and Enduring Friendships—*artist Howard Fogg*

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY Peace and Good Will at Christmas and through all the New Year—*artist Howard Fogg*



5065 THE CALIFORNIA ZEPHYR
With every Good Wish for Christmas and the New Year—*artist Howard Fogg*

5087 BRADLEY LOGGER HEADS FOR HOME ...Let us keep Christmas holding it close to our hearts...its meaning never ends...—*artist J. Starr*

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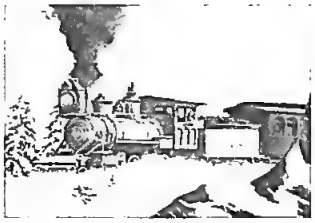
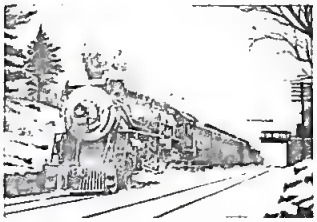
5048 CHRISTMAS TRAIN Whatever else changes through the years, the glory of Christmas remains... May its light...bless you...—*artist C.J. Smith*

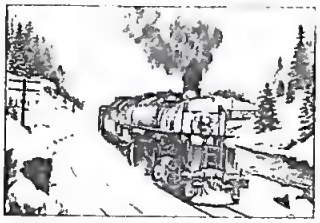


5050 To those we love and see each day and other loved ones far away... Merry Christmas and Happy New Year —*artist R.E. Pierce*

5086 BRINGING HOME THE TREES May there come to you at this holiday time an abundance of...Health, Happiness...—*artist Keith Fay*

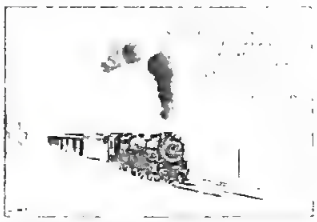


5054 THE YANKEE CLIPPER Merry Christmas and a Happy New Year —*artist Howard Fogg*

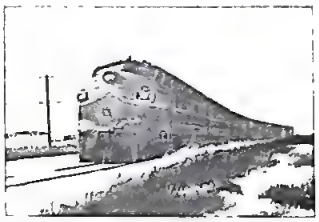


5053 BLUE MOUNTAIN WINTER-1940 Wishing you a Blessed Christmas and Happiness throughout the New Year—*artist Howard Fogg*

5082 BIG BOY IN ECHO CANYON Merry Christmas and a Happy New Year—*artist Howard Fogg*



5066 THE AMERICAN ON A HOLIDAY RUN With every good wish for a Merry Christmas and a Happy New Year—*artist Gil Reid*

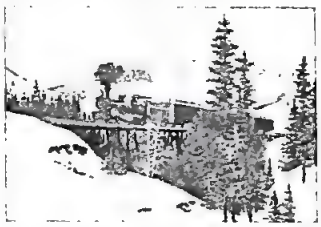


5080 GREAT NORTHERN ACROSS THE HIGH-LINE Wishing you an abundance of the good things...at Christmas...—*artist R.E. Pierce*

5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY Merry Christmas and a Happy New Year—*artist Howard Fogg*

5043 THE LOGGERS' SPECIAL May Christmas bring Friends to your Fireside, Peace to your Pathway... and Good Health...—*artist H. Fogg*

5038 THE THREE FOR THE HILL This brings a prayer at Christmas time that God will always bless...you and those you love...—*artist Howard Fogg*



5055 May Christmas bring to you the music of laughter...the warmth of friendship and the spirit of love —*artist Jodie Boren*

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April 27th at North Fork

GUEST COLUMNIST: PRESTON COOK

Twenty five years ago, when flashbulbs were the principal device for portable illumination in night and indoor photogaphy, and there was a considerable competition between flashbulb manufacturers for a share of a highly competitive market, Sylvania sponsored a series of "Big Shot" night photographs as a means of promoting its products. The series concentrated on open shutter flash shots of large subjects, including the Horseshoe Curve on the Pennsylvania Railroad and an ocean liner in New York Harbor. In the latter case, the choice of subject allowed a considerable number of amateur photographers as well as professionals to take part, and until recently the "Big Shot" series represented the most ambitious and challenging flash photographs ever undertaken.

It has been many years now since most of us have seen an advertisement for flashbulbs in the strobe-infested world of modern photography, but on the evening of April 27, 1985, the Union Pacific (formerly Western Pacific) North Fork Viaduct in the Feather River Canyon was the subject of a night photograph undertaking which equalled or eclipsed the "Big Shot" series of many years ago. The incredible 750-plus flashbulb shot was engineered and organized by Dale Sanders, the editor of the *CTC Board*, as a part of the magazine's April 27th "Day in the West" special coverage for its June 1985 issue. It was executed as a joint effort of the magazine, the Union Pacific Railroad and GTE Sylvania, through the efforts of Dale and a large crew of volunteers. The beautiful concrete arch viaduct at North Fork is not a well-known railfanning site, since access on local roads is slow and difficult, and the closest vehicle parking is a considerable distance from the bridge. The viaduct was the subject of a General Electric Co. publicity painting featuring Western Pacific U-boats. In view of the very limited setup space available and the remoteness of the location, only a very small camera crew could be accommodated, and photographers had to be limited to individuals directly involved with the effort or the sponsors of the event.

GTE Sylvania furnished the flashbulbs for the shot, a sizeable shipment of Number 2 clear bulbs (about the size of a 150-watt household lamp bulb), the largest flashbulb available since the production of the Number 3 "Tactical Thermonuclear Flashbulb" (about the size of a 200-250 watt household bulb) was discontinued several years ago. The clear bulbs provided the advantage of having about twice the light output of blue bulbs, and the slightly "warm" color balance compared with sunlight illumination was not a problem when the subject was a predominantly yellow string of locomotives and freight cars atop a neutral-colored concrete viaduct. Sylvania could not provide an experienced crew of night shot veterans, however, since most of the people involved in the previous "Big Shot" series had retired several years ago, but Dale noted that Sylvania provided their full cooperation and best available technical assistance throughout the undertaking to help insure the success of the project.

The Union Pacific mounted a full scale effort in support of the night shot, providing a freight train powered by four of the most recently repainted SD40-2s on the system, which had been washed and scrubbed clean at Stockton prior to being moved to Oroville in preparation for the run up the canyon to the site of the night shot. A string of 18 recently repainted Union Pacific boxcars (with two Western Pacific recent repaints, as well) was held at the Oroville yard, to be picked up by eastbound SSL (Stockton-Salt Lake) late in the afternoon of the 27th. The revenue cars in the train would not appear in the photograph since they would be hidden in Tunnel 8 at the west end of the viaduct.

Dale and his assistants had assembled and tested the lighting fixtures in advance of April 27. The 1011-foot viaduct (approximately four SD40-2s and ten 50-foot cars long) required a far greater light output than

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could be achieved from individual fixtures using polished bowl reflectors, so the lighting fixtures instead were built of flat masonite panels covered with reflective foil, into which were mounted rows of weatherproof rubber sockets. The largest fixture used 169 bulbs, the smallest used about ten bulbs.

The site presented some difficult problems for the transportation and placement of the bulb fixtures, since the closest area to park vehicles was about a mile from the viaduct. The Union Pacific provided a Hi-Rail truck which worked at the site throughout the day of April 27th, providing a shuttle service between the vehicle parking and the viaduct at track level—and occasionally vacating the single track for the passage of trains. Dale and Tom Carver transported the fixtures to light the river and the underside of the viaduct arches from a generating station slightly upriver by means of a very small boat (with a very stubborn outboard motor), while the fixtures to provide the down-angled lighting on the nose of the locomotives were hand-carried up the side of the mountain.

Because it was necessary to achieve a predictable light output from the fixtures, they had to be wired in series to insure that all bulbs would fire. Parallel wiring of large numbers of flashbulbs was not suitable because the voltage fluctuations as some of the bulbs fire would result in partial firings or misfirings of many other bulbs in the same group. The series wiring (like old Christmas tree light strings) has the disadvantage that one poor connection, defective socket or open-circuited bulb can cause the entire board not to function. Dale Sanders resolved this problem by personally checking the circuit continuity of each individual socket, flashbulb and entire completed board with a high-impedance meter to make absolutely certain the circuits had continuity.

The series wiring of as many as 169 bulbs in a group also requires a tremendous firing voltage of 450 volts, which was achieved through the charging of large custom built capacitor banks. Union Carbide-Eveready also took part in the project by donating the necessary batteries for the firing boxes, which were built to fit into a medium-sized tool box. Because only three capacitor units could be built ahead of time, due to the limited availability of the specialized capacitors, all the bulbs could not be fired at the same time, but instead had to be fired in sequence, allowing time for the capacitors to recharge and the circuits to be switched. This was no problem photographically, since the cameras

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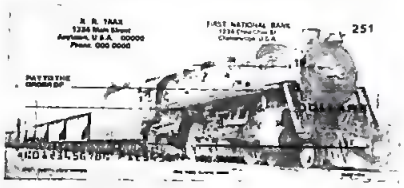

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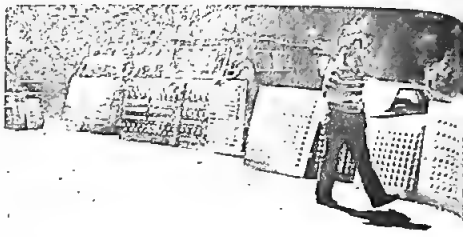
would remain with their shutters open throughout the flash sequence, looking down into a pitch black canyon, and there was no need for any synchronization of the individual banks of bulbs since the railroad was willing to leave the train on the viaduct for as long as was necessary to complete the photograph. Since the high voltages in use presented a potential hazard for handling the switch gear, an elaborate safety checklist was developed to insure that all capacitors were fully discharged before any of the switch gear connecting the various banks of bulbs was operated.

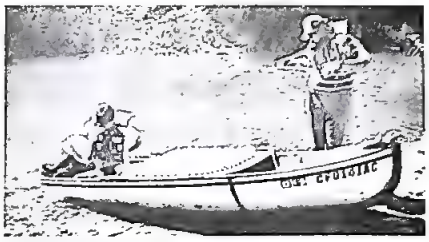
As preparations for the shot progressed through the afternoon of the 27th, several snags developed. A high line had been run across the river and fitted with pulleys, to allow banks of bulbs to be lifted into place parallel to the viaduct to sidelight the train. The pulleys proved impossible to manage with the long lifting lines, and an alternate plan was developed to do the primary lighting of the motive power consist and the train from the sides of the canyon, which required some last-minute repositioning of the major lighting fixtures. The camera equipment had been brought into two locations: one was a high observation point cut into the mountainside about 150 feet above track level, which was accessed by a mile hike down an old wagon road, and the other was a track-level location along the old railroad alignment which preceeded the construction of the viaduct.

The SSL had proceeded from Oroville to a passing siding just west of the photograph site and was held there to allow the railroad to operate. The nine o'clock timing originally planned for the shot had to be delayed, and the railroad took advantage of the setback to run several trains through the site and clear up traffic. As ten o'clock neared, preparations were completed for the photo, and the SSL eased onto the viaduct. The train crew, with the exception of the engineer (who would operate the headlights and number board lights on cue), left the units to watch the photo from the mountainside, and all lighting on the train was extinguished.

For approximately 45 minutes beginning at 11:15 p.m., the bulb firing sequence was conducted by Dale Sanders, at the upper observation position with the photographers high on the hillside. Commands were conveyed by radio, and a detailed checklist kept as a precaution both to insure all bulb banks were fired and to safeguard the operating personnel. The intensity of the lighting can be gauged by the calculated exposure of f8



DER BLITZMEISTER, Dale Sanders, inspected the flashbulb banks prior to placing them in the canyon. A boat was used to get them into position on the opposite side of the river.



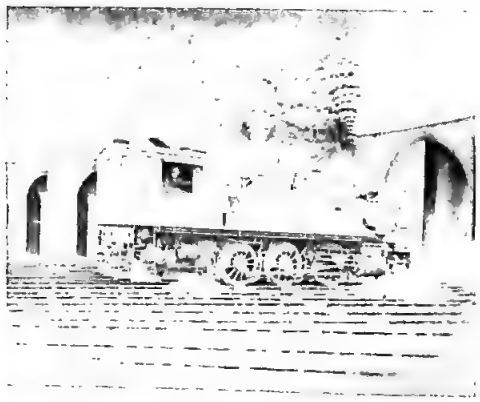
PHOTOGRAPHY PRESTON COOK

for ASA 64 film, achieved with a bulb-to-subject distance which averaged 150 feet or more (some as far as 270 feet). The individual bulb bank bursts, which looked bright to the photographers on the hillside, were blinding to the lighting crews, who in some cases were holding the bulb fixtures at the proper angle on steeply-sloping hillsides.

The shot was finished with a 20-second exposure of the lead unit's headlights on medium brightness, followed by a 20-second exposure of the number boards. Following the "close shutters" command, the crew remounted the power, and the SSL departed, to be followed almost immediately by another eastbound which had been held back during the time the viaduct was occupied for the night shot.

Preliminary results were judged by a Polaroid photo taken from the high observation position by Dick Steinheimer, which showed that the results were, indeed, "in the ball park." Development of the black & white material the next day further confirmed that the exposure calculations recommended by Sylvania were close to ideal. The CIA and the KGB have not commented on the quality of their satellite photos of the event, but they must have been spectacular—the banks of bulbs lighting the underside of the viaduct arches were pointed

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goal) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



PHILIP SULARZ 17 Narragansett Avenue, Jamestown, RI 02835

nearly straight upwards.

The retreat from the site was challenging in the dark canyon, particularly from the upper site, which required walking a narrow wagon road over loose rock while dodging poison oak. All the photographers and crew members evacuated with their photographic equipment without incident, while the lighting fixtures were left for removal after daylight. A good portion of the crew stayed on for a cookout after the event.

While putting a multi-person credit line on a photograph may be impractical in a night shot where as large a crew was involved as in this instance, it should be recognized that the skill of the photographer in this type of photograph takes second place to the planning and execution of the lighting by the lighting crews. The North Fork night shot is the result of their efforts, and they all deserve to be recognized. The East Lighting Crew consisted of Alan Barrett, Wayne Monger and John Walker, while the West Lighting Crew consisted of Henry Bergen, Mike Davis and Eric Owens, with the overall responsibility for lighting placement and firing sequence handled by project manager Dale Sanders. The *CTC Board* camera crew consisted of Tom Carver, Dick Dorn, Ken Meeker, Vic Neves and Dick Steinheimer. GTE Sylvania was represented by photographers Charles Mick and Norton Pearl. Union Pacific Trainmaster Dick Lampe handled all the liaison work and communications on site for the railroad, which also had three of its own photographers on the scene—one of the UP photographers used a super-high-speed movie camera to record each of the bulb bursts; *that* should be something to see! Other persons who assisted or took part in the massive project included Don Bain, Steve Bush, Cheryl Collins, Kris Dorn, Gerri Lawson, Lynda Monger, Chris Nicols, Brian Olsen, Vicki Sanders and Kent Thompson.

The night shot at North Fork is an impressive example of what can be achieved when a group of well organized and highly motivated railroad enthusiasts combine efforts with a progressive, public image conscious railroad. The effort produced results that everyone involved can be justifiably proud of, and the entire operation was carried out with a high level of proficiency and professionalism.

After we had gotten back to the vehicles following the shot, I questioned Dale Sanders regarding any future plans for night photographs. His response may be prophetic: "Now we have the equipment, all we need is the opportunity"—PRESTON COOK.

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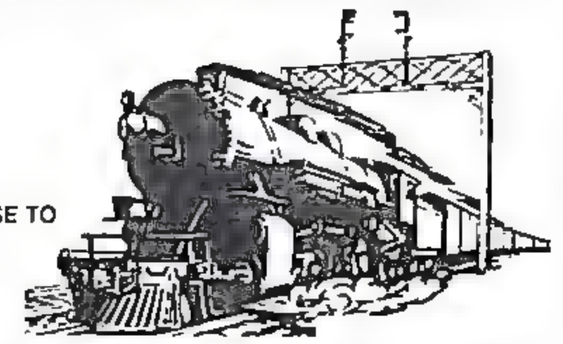

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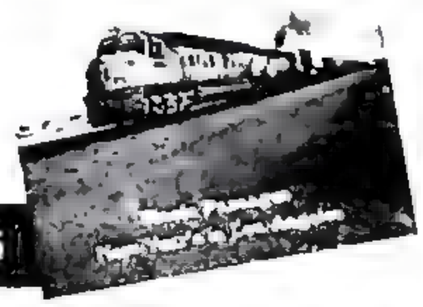

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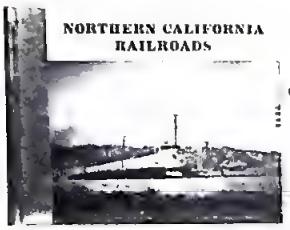

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Transit Currents

Ft. Collins opens its line

It all began as a civic project to restore Birney car 21 for use as a visitors' information booth and developed into a full-scale trolley operation. The Ft. Collins Municipal Railway Society developed around the 1919-built 28-seat four-wheel Birney, a survivor of a fleet that served Ft. Collins, Colorado, until 1951, when it was the last city in the state with a municipal trolley system. With restoration of the car well under way, the Ft. Collins City Council gave permission for the Society to put track back into the median of West Mountain Avenue, one of the original trolley routes, connecting downtown with City Park, a distance of 1.5 miles—the route is very reminiscent of the parkway running of the famous New Orleans St. Charles line.

Homeowners along the parkway organized some opposition, but the city maintained its support of the project, while placing a time limit of August 31, 1986, for completion of the trackwork and insisting that only one city block at a time be torn up for track installation (each block had to be completed and landscaped before the next one could begin). A small bridge and about eight city blocks of track were completed when operations commenced on Sunday, June 2, 1985. The handsome and superbly restored car will run on weekends and holidays between noon and 6:00 p.m., with the adult fare at 75¢ and children's fare of 25¢.

With its authentic local car and residential right-of-way, the Ft. Collins operation is one of the finest trolley undertakings of recent years and is well worth a visit. Thanks to Chip Sherman for the information.

Yakima Valley Transit

Ken Johnsen writes that Yakima Valley Transit once again is operating as a completely electrified railroad again. Trackmobile 296, which was being used as motive power, suffered a collision several months ago and is under repairs at a truck facility in Yakima.

Boxcab electric 297 was used immediately after the accident to replace the trackmobile, but 297's reverse control gave trouble and it turned out it would be easier to put locomotive 298 back into service than to repair the 297. As a result, steeplecab 298 has once again become the principal form of motive power in YVT freight operations (see photo on page 27 of our July 1985 column).

April 1985 saw formal YVT abandonment papers filed by parent Union Pacific. At the same time, the UP signed an agreement with Yakima which will allow tourist trolley operations to run in 1985. The decision to abandon the YVT is not all bad, because the UP plans to donate the YVT to the City of Yakima. There are many details to work out and a budget to be developed, but the situation appears positive. Among the interesting things to be decided will be the conversion of the main YVT shop and substation into a museum.

Ken writes that YVT's line car "A" is the oldest locomotive now in regular service that is owned by a Class 1 railroad. Moreover, April 20 saw the beginning of tourist trolley service; it will operate on weekends and holidays until Labor Day. For more information on charters and scheduling of the tourist service, interested parties should contact Barb Thompson, Trolley Coordinator, Yakima Interurban Trolley Lines (the new name of YVT), P.O. Box 124, Yakima, WA 98907; 509/575-1700.

Boston improvements

Boston is continuing to make progress in improving rail transit and commuter service. On March 20 the Board of Directors of the MBTA approved contracts totaling $18 million to install new rail and signals on the commuter rail line between Attleboro and Hyannis. The summer of 1984 saw partial restoration of passenger service between Cape Cod and Boston; the latest action is another step forward. In other actions, a train

CHIP SHERMAN

control system and signaling devices will be installed on the Franklin and Stoughton branches of the Boston area commuter rail lines. The Massachusetts Avenue bridge in Porter Square in Cambridge and the Kendall Street bridge in Walpole will see reconstruction by the Boston & Maine Railroad; this action should provide better service to commuters on the Fitchburg main line and the Franklin branch.

On March 26, 1985, a 11,400-square-foot temporary facility was dedicated to be used by passengers during the two-year rebuilding of Boston's South Station. This will allow the MBTA to transform South Station into a state-of-the-art intermodal transportation center. MBTA also announced that the Alewife Station on the Red Line opened on March 30, 1985; this is the terminal point of the 3.2-mile, $475,000,000, Red Line northwest extension. Furthermore, starting March 30, 1985, the MBTA is providing additional peak-hour service on the Boston College and Cleveland Circle branches of the Green Line trolley subway. Two-car trains now operate on these lines during peak hours. For several years only the Riverside branch utilized two-car trains during the peak. In order to protect their service, the number of light-rail vehicles available during the peak hours has been increased from 89 to 94.

April 20, 1985, was the day that the MBTA put North Station back in service. The reconstruction of the trestle that burned in 1984 and new station facilities, including new lighting and canopies, have been completed. All the north side trains will come into the station once again.

Market Street

Dave Pharr sent some very interesting information about the San Francisco MUNI (the San Francisco Municipal Railway, in more official terms) and its work on Market Street. In March 1985 a principal project in hand was the rewiring of Market Street for dual lines of trolley coaches. This will extend between Eighth and Fremont Streets; it is expected to be about half-way completed in July and to be totally completed by the beginning of 1986.

Around the first of April 1985, work began on relocating the streetcar islands and coach stops. It is expected that this work will be done before the San Francisco Trolley Festival gets under way on the 23rd of May. The trolleys will share islands and overhead with the inside lanes of trolleybuses.

Dave writes that this year's Trolley Festival will operate until October 15. There will be many more cars in operation and much closer headways. Survey research over the last two years revealed that most riders on the cars were San Francisco residents using the service for non-tourist purposes, so service during the Festival will be geared to be more convenient to those residents as well as a fun trip for tourists. The Trolley Festival will run seven days a week and will operate entirely on the new F line from the Trans-Bay Terminal to 17th and Castro. A wye is to be installed to turn single-end cars. There will be some special cars running on special occasions on certain weekends to other parts of the MUNI light rail system.

More equipment is to be restored for the Trolley Festival operation. The carbody of Market Street Railway No. 798 was located in Columbia, California. A great deal of work is going to be required, according to Dave—especially in locating all of the necessary components that will have to go into it. Another car needing some work is another boat tram from Blackpool. This is the one which was used in Philadelphia in 1976. It is partially disassembled and will have to be shopped and repainted so that it can join the festival fleet.

Linear induction for Toronto

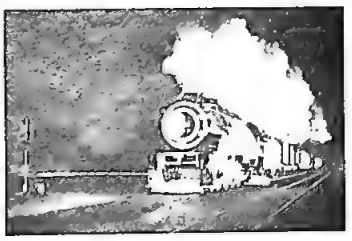
Joseph I. Lacey of Niagara Falls visited Toronto on April 4 to look at the Toronto Transit Commission's new Scarborough light rail line. Beginning at the eastern end of the Bloor-Danforth subway at the Kennedy station, it extends north and east to the center of Scarborough via stations named Lawrence East, Ellesmere, Midland, Scarborough Center and McCowan. The shops and yards for the new system are east of McCowan.

There is no physical connection between the two transit lines at Kennedy. The new one uses the linear induction motor system; between the conventional running rails is centered a continuous metallic sheet that appears to be stainless steel and is about 12 to 14 inches wide. Approximately every 12 to 14 inches there is a loop of wire that extends out about 4 to 6 inches. The entire system is on private right-of-way, with some of the guideway elevated; there are no grade crossings. There is a loop at the Kennedy station and a double-crossover just before the McCowan station.

At first glance the new-fangled light rail system reminded Lacey of the Dallas-Fort Worth airport peoplemover—particularly the cross section of the car and the window arrangement—only much heavier. The cars that he saw are approximately 45 feet long and joined in married pairs, with couplers at

JIM BOYD

FT. COLLINS MUNICIPAL RAILWAY Birney car 21 operated on December 29, 1984, for the first time since restoration. The car will run this summer on newly laid parkway trackage.



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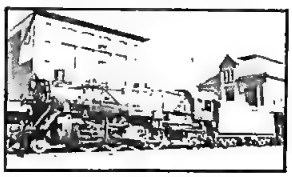

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Transit Currents

BY GEORGE M. SMERK

the outer end. There is one-man operation; the operator looks back out of the side windows to see that all is clear before closing the doors. The line is 4.3 miles long and runs on five-minute headways with six trains in service. He felt that the loads were quite good with most seats occupied and a few standees. The ride was excellent, quiet and smooth, and the acceleration was pretty fair. The Scarborough LRT line was exposed to a great deal of testing to make sure it would function well in revenue service.

Mr. Lacey has done a little historical digging on a suburban line to Scarborough that was constructed many years ago. The original line was built by the Toronto & York Railway to the Toronto wide gauge; it ran from Bingham Loop, the east end of the Bingham Road city line, mostly along the side of Kingston Road. The mileage out to the end of the line at Stop 36 was 8.36; this was apparently further east than the McCowan station. The line came under the jurisdiction of TTC on January 11, 1927. It was cut back to the Post Office, Stop 26, on July 13, 1930, and finally abandoned on June 25, 1936.

LRT overheard at the TRB

The Transporation Research Board annual meeting in Washington each January attracts thousands of people in the transportation field. Included among the many committees and subcommittees is the Subcommittee on Light Rail Transit, which met on January 15, 1985. Some interesting information on light rail was discussed at this meeting.

The Buffalo light rapid transit line is hauling about 2500 passengers during the lunchtime fare-free program. About two-thirds of the system should be open by the time you read this. Up in Calgary, the Northeast Line is expected to be in operation this summer, while the construction of the Northwest Line is encountering severe neighborhood resistance. There has been a slight drop in Calgary ridership, which reflects a mild economic recession in the area. There are about 36,000 passengers a day now using the South Line. In Edmonton, the plan is to build a new bridge over the river for the extension to University Farm. To save money the new line will be single tracked in a relatively short tunnel section and double tracked on the surface. Eventually, additional tunneling and track will be added to provide double track throughout.

For the Portland, Oregon, light rail system, there has been bad news: The fourth car in the order was wrecked at the Bombardier plant in Barre, Vermont. Car No. 104 was so badly damaged in an accident that it will be replaced by Bombardier. As of the middle of January 1985, there were seven cars on the property at Portland. Preliminary engineering money is available for the West Side extension, using the Sunset alignment to 185th Street. This will be a 12.2-mile extension and should cost somewhere in the neighborhood of $220 million. The Banfield and Sunset Lines will connect, which will permit through routing cars in downtown Portland.

In the Pittsburgh area, the new South Hills Village extension is in service. Derailments are common, particularly in yards where the old cars are not sticking to the new track. Worn flanges on the PCC cars, caused by the minimal maintenance performed on the soon-to-be-abandoned downtown track, are apparently at fault. Cars are running on the flanges through these downtown street-running areas. Pittsburgh will attempt to recontour the old car wheel profiles to solve the derailment problems.

The Light Rail Transit Subcommittee did some planning for the Conference on Light Rail Transit entitled "System Design for Cost Effectiveness," held in Pittsburgh on May 8-10, 1985.

Flashes

The good people at Knotts Berry Farm have sent a San Francisco cable car to the ORANGE EMPIRE Railway Museum. It is old 43 of the California Street Cable Railroad Company. The Museum would like builder information for their files. Those with the information should write to the Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370-0548.

David Richter writes from COLUMBUS, Ohio, that the Central Ohio Transit Authority (COTA) has a number of interesting mass transit proposals. One is to use light rail vehicles in a corridor that runs from north of downtown into the fast-growing northern parts of Columbus and its suburbs. In this corridor, one will find Interstate 71, the Norfolk Southern (former N&W track) and Conrail. The trolleys would use the rebuilt Conrail tracks and run about five miles north from downtown. COTA is also proposing a trial run of a rail bus on the Chessie tracks that go from downtown Columbus to the Ohio State University campus and on to the northwest part of the city. This part of Ohio's capital city is also growing very quickly.

The DALLAS Area Rapid Transit Authority has contracted with the joint venture of Parsons-Brinckerhoff, Quade & Douglas and DeLeuw, Cather & Company to plan and design the new rail system. The firms in the venture are among the best-known transit consultants in the world. Working together and individually, they designed the rail systems in Washington, Atlanta, San Francisco, Pittsburgh, Long Beach, San Jose and Cleveland. Heavyweight talents are necessary because, when finished, the Dallas rapid transit system will be the second largest in the United States, with only New York larger.

From DETROIT, David Briggs provides news about the difficulties of continuing with the downtown peoplemover project. The Reagan Administration, no friend of transit and apparently death on rail transit projects, has been attacked in Detroit newspapers for attempting to stop construction of the downtown peoplemover and killing before its birth the light rail line planned for the Woodward Avenue corridor.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

We'd like you to meet...

T. Bramwell Bailey

Bram Bailey, author of the South Paris switcher article, has been a railfan/modeler nearly all of his life. His father and grandfather were both model railroaders, and they brought him into the hobby at an early age. His initial railfanning activities were the result of researching for modeling projects. Bram's interests are primarily the Ontario Northland, CNR and CPR that he remembers from growing up in North Bay, Ontario.

His hometown railroading is expressed in his HO scale model railroad, the Ontraio Central—which predates, incidentally, the upstate New York short line of the same name. This freelance road, featured in the October 1980 *Model Railroader*, lets Bram "do it his way" in representing the Canadian railroads of the mid-1960s. Just as the railroads dieselized, so did Bram, his interests in steam shifting to first generation diesels in the early 1970s. And as Alco power became more scarce, the focus of his diesel interests became Alco/MLW.

Now a resident of Enfield, Connecticut, Bram is a district sales manager for Lorain Products, a company that manufactures and installs telecommunications equipment. Covering New York and New England, traveling his territory offers the opportunity to see many interesting rail operations. Rather than killing his evenings in bars or in front of the TV while he is on the road, Bram prefers to research and photograph rail subjects—since much of his free time is after dark, he has become proficient in night photography.

Although this is his first effort for R&R, Bram has had feature articles in most of the major model railroad magazines. His wife, Nancy, helps out by typing his manuscripts and keeping a watchful eye on his atrocious spelling. Nancy and Bram have two children, Tim, age 12, and Andrea, age 9.

Bram is an accomplished photographer, having done theatrical and wedding work professionally and shooting rail subjects since the mid-1960s. For black & white he uses a Mamiya 645, while color is handled by a pair of motor-driven Nikons, an F3 and FM2. He prefers the Mamiya and Nikkor fixed-focal-length lenses, though he does admit to a Nikkor 80-200 zoom that he uses when he is "traveling light."

Since moving to Connecticut, Bram has been directing his efforts towards finishing his train room and getting the Ontario Central back in operation. He has also switched from Agfachrome 100 to Kodachrome 64 for his color—"I'm not sure the color is any more accurate, but it is more attractive; maybe more attractive than reality. And the Kodachrome is certainly sharper."

He has also grown a full beard since his photo was taken on an Ontario Northland F-unit.

William R. Rowland

Despite 33 years as a technical writer/editor in the aerospace industry, Bill Rowland, author of the article on the Friends of the Railroad Museum of Pennsylvania, never lost his love for railroading. In fact, he readily admits, if he were independently wealthy he'd chuck the missile/rocket rat race in a flash and concentrate on steam locomotives. In the meantime, he settles for weekends at Strasburg—a 100-mile round trip from his home near Philadelphia—where he works as an FRM volunteer.

Being surrounded by all that vintage Pennsy power is a childhood dream come true. "Dad was a Methodist preacher," he explains, "so we moved around a lot. Mostly we lived in small towns all over eastern Pennsylvania. I spent a lot of happy hours trackside watching Pennsy action. My favorite place was Lucknow, just below Rockville Bridge. That's where I fell in love with the K4." But until very recently, his adult railfan activity was limited to reading books and magazines.

A chance visit to Strasburg in May 1983 changed all that. There he spotted K4 3750—then numbered 1737—standing worn and rusted in a pelting rain. "I couldn't believe it," he says. "A classic engine like that so obviously neglected. She looked awful. I wanted to do something for her." A museum official put him in touch with Chuck Gilbo and the FRM; what happened next is chronicled in the article that begins on page 43.

A graduate of Duke (1950) and Penn (MA, 1952), Bill majored in American history. While a graduate student, he served as a seasonal Ranger/Historian for the U.S. National Park Service—an experience he now finds useful at Strasburg. By his own admission, he "sort of stumbled" into technical authorship in 1953 and has been at it ever since, mostly for General Electric. A "bachelor father" since 1974, Bill raised three children: daughters Joann and Jeanette, who still share his home in Havertown, and son Jon, a career airman for the Air Force, now stationed in California. Bill is also twice a grandad: Lisa, age 2, and Janeen, age 1.

Railroading is only one of Bill Rowland's interests. For nearly ten years he was very active in youth ice hockey programs, serving as publicist, statistician, scheduler and trip manager for the Philadelphia Little Flyers and other area hockey clubs. He was a periodic columnist for the game programs published by the Philadelphia Flyers of the NHL and wrote weekly hockey reports for three newspapers.

His other activities include music (he sings tenor for an oratorio society and also admits to a strong liking for country music that stems from his own pickin' and singin' days at Duke), history, aviation, ocean travel (he's a member of the Titanic Historical Society), photography, sports, oil painting, movies and animals (his home menagerie includes, among others, a cat born in the firebox of the museum's PRR L1 520).

Carl Loucks

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UNION PACIFIC 6936 It looks like the end has finally come for the UP's DDA40X fleet—according to UP sources, this time for good. On May 6, 1985, the 6936 pulled into North Platte with LAWST-4, a C&NW *Falcon* connection, the last revenue freight run for a DDA40X. Beginning in February 1984, about two dozen of the UP's originally 47-unit fleet were returned to service, becoming the biggest railfan attraction of the year as they traversed the familiar territory from North Platte to L.A. and the Pacific Northwest and became instant legends on the former Western Pacific through Feather River Canyon.

The 6936 will not leave us, however, for it has been slated for preservation in the UP's excursion fleet in Cheyenne, along with 4-8-4 8444, Challenger 3985 and E9 951. On Memorial Day weekend 1985, the 6936 deadheaded the passenger consist to Denver and handled the Rocky Mountain Railroad Club's 3985 excursion from Denver to Speer, Wyo., and return, while the 4-6-6-4 did the honors over Sherman Hill from Speer to Laramie and back (we'll cover this run in detail in the November 1985 R&R).

CALIFORNIA STATE RAILROAD MUSEUM In our July RAILNEWS we stated that "the California State Railroad Museum has reportedly turned down the offer of a serviceable (UP DDA40X) Centennial and a supply of spare parts . . .". This turns out to be completely untrue, and we owe the museum and its staff an apology for not checking the story with them first. The Union Pacific confirms that no one in their organization has made a serious offer of a DDA40X to Sacramento (that also applies to the 6900, which has been reported in many places as having been promised to the Smithsonian in Washington, D.C.—which it has not). At this time the California museum staff is considering whether or not to request the donation of a Centennial based upon its size versus the space available and the number of 6900s already preserved elsewhere—balanced, of course, against its extreme popularity and undeniable historical significance as the biggest diesel ever built.

Along with consideration of a Centennial, the museum staff is making a serious study of other diesel units that deserve preservation. Additionally, they have just acquired a new steam locomotive, Southern Pacific M-8 2-6-0 1771, a gift from the city of Placerville; it will be restored for service on the museum's recently-acquired SP Walnut Grove branch adjacent to Old Sacramento.

Meanwhile, the museum is offering regular steam operations on the Walnut Grove branch, weekends and holidays through September 3, using UP 0-6-0 4466 (Pacific Locomotive Association's SP 0-6-0 was used throughout May 1985 while UP 4466 was in the shop, and the 1269 may be used on other occasions during 1985). Trains depart the Central Pacific depot in Old Sacramento hourly between 10:00 a.m. and 5:00 p.m. The four-mile round trip utilizes both open and closed cars—a Union Pacific caboose is available for charter.

One of the museum's better-known artifacts, SP E9 6051, was used by the Southern Pacific on the weekend of April 27-28 (see page 67) for its Western Division employees' Family Days excursions from San Jose to the Sacramento museum and return each day. Leading a train of two SDP45s, nine bilevel commuter cars, lounge 292 and the business car *Oakland*, the E9 was an impressive sight. Its presence was "all show," however, since a glitch in the m.u. system would not permit it to properly multiple with the SDPs, and the 6051 was isolated while the SDPs did all the work.

N&W 2-6-6-4 1218 Though we couldn't confirm it at press time, we only had part of the story in the July issue when we quoted the Steamtown press release that Norfolk Southern had "donated" two diesels, an ex-NKP Geep and ex-Wabash SW8, to Steamtown at Scranton, Pa. In truth, the two diesels were in trade for clear title to N&W Class A 2-6-6-4 1218, which was leased by the Steamtown Foundation to the N&W in 1968 and displayed at the Roanoke Transportation Museum since 1971. On May 10, 1985, the 1218 was removed from the Roanoke museum, bound for the NS steam shop in Birmingham, Ala., for overhaul. Target date for steaming of the 1218 is mid-1986—no, not in time for Vancouver, that honor is still expected to go to N&W J 611.

LAPORTE COUNTY FIRE In the early hours of Sunday, May 26, a fire destroyed the enginehouse of the LaPorte County Historical Society's Heston Steam Museum in northern Indiana. Passenger cars and a caboose were destroyed, and four narrow gauge locomotives were damaged, including an ex-New Mexico Lumber Co. Shay and one of the famous Darjeeling Incline engines from India. Ironically, it was the Shay that alerted railfans camped nearby when a burned roof beam fell across the whistle cord and the engine let out a scream. While the two-foot and three-foot gauge operations will be out of business for a while, the museum's smaller "live steam" equipment was unharmed and will continue to run on summer Sundays.

CONRAIL HOSTED A remarkable series of steam excursions took place this spring on Conrail for three different groups. George Hart's ex-CPR 4-6-0 972 was used for eight excursions between May 3 and 12 out of Mechanicsburg, Pa., (eight miles west of Harrisburg on the old PRR line to Hagerstown) to help that city celebrate the 150th anniversary of the Cumberland Valley Railroad. Along with short round trips to Carlisle, the 972 made three runs to Rockville Bridge north of Harrisburg.

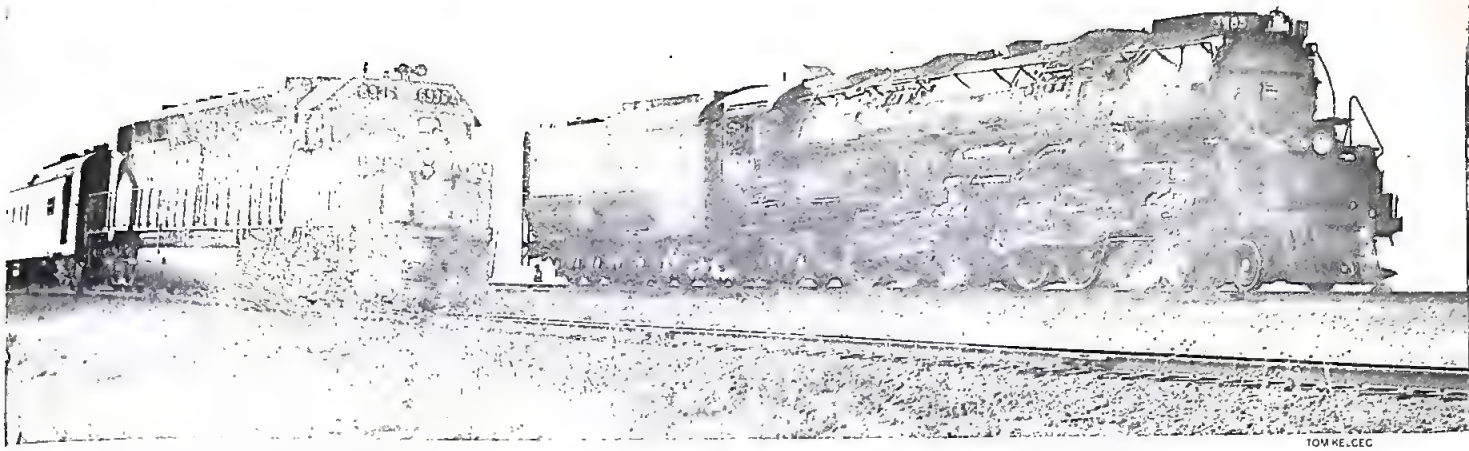
June 8 found another steam excursion on Rockville Bridge, this time with authentic PRR power. Pennsy E7s 4-4-2 7002 and D16sa 4-4-0 1223 from the Railroad Museum of Pennsylvania and Strasburg Rail Road (see feature on page 36) were doubleheaded on a Lancaster Chapter NRHS trip from Strasburg and Lancaster to Rockville, westbound via Columbia and Enola and returning via Harrisburg and the passenger main line. This run will be made again on August 23 as part of the NRHS national convention. The consist was made up of a P70 coach from the museum and an ex-WM coach from the Strasburg R.R. plus a fleet of eight Tuscan red ex-DL&W m.u. cars from the Strasburg and Gettysburg railroads.

Meanwhile, Ft.Wayne's ex-NKP 2-8-4 765 powered a series of excursions in Ohio, New York and western Pennsylvania in May and June. Overheating of brand new main rod bearings caused the 765 to be pulled off its first two scheduled runs, May 11 and 12 on the old PRR main line between Orrville, Ohio, and Pittsburgh, though it made that same run flawlessly on May 18 and performed well on all subsequent trips. On May 25 the 765 ran a Pittsburgh to Struthers, Ohio, round trip on the P&LE and repeated two trips out of Struthers to Pittsburgh on June 1 and 2. Then on June 8,9 and 15 it ran Buffalo to Corning, N.Y., on Conrail's former-Erie main line, deadheading back on the N&W via Bellevue to Ft.Wayne on June 16-17. After a mid-summer layover in Ft.Wayne, the 765 will run out of Chicago on the C&NW on September 7-8 and then run the *New River Trains* on the C&O between Huntington and Hinton, W.Va., in late October for the C.P.Huntington Chapter NRHS.

FROM ALCOS TO F'S In early April the Utah Railway acqured four Burlington Northern F45s on a trial 60-day lease. The BN 6606, 6607, 6608 and 6613 have been used both on the mine runs and as helpers on the Soldier Summit road haul with the usual leased UP SD40-2s. There's no word yet on their future on the Utah.

MORE ON VANCOUVER EXPO '86 *The* steam event for 1986 is shaping up to be the Vancouver World's Fair, Expo 86, where well over 20 live steam locomotives are expected to be in operation. While May 23, 1986, is the date set for the "Grand Parade of Steam" on the Vancouver waterfront trackage, May 22 is the day that the major participants are expected to arrive with main line passenger consists. Locomotives already firmly committed to this event are UP 4-8-4 8444, SP 4-8-4 4449 and N&W 4-8-4 611, while other possible candidates include NKP 2-8-4 765, C&O 4-8-4 614, CPR 4-6-2 1201 and CNR 4-8-2 6060—British Columbia's Royal Hudson 2860 will be the official "host locomotive" at Vancouver. Numerous smaller locomotives from regional museums, such as V&T 4-4-0 *Inyo* from Carson City, Nevada; the "Gypsy" logger from Eureka, Cal.; and a Shay from the Alberni Valley Museum; will also be in attendance, and there is strong speculation that the People's Republic of China will be sending over a brand-new 1986-built QJ-class 2-10-2. Other countries seriously interested in sending locomotives include Great Britain, Indonesia and Czechoslovakia.

While virtually everyone else is hopping on this international bandwagon, there is one big party-pooper: Burlington Northern. Posessing the only direct U.S. route into Vancouver, the BN notified Expo 86 that it would not permit any steam locomotives to operate over its lines. A BN official stated that his railroad could not accept the locomotives because "their weight and configuration can damage signals, switches and equipment detectors." He went on to say, "In addition, there is the real risk of mechanical breakdown on the road



TOM KELCEC

UNION PACIFIC 6936 departs Speer, Wyo., on May 26, bound for Denver with a fantrip handled by 4-6-6-4 3985 over Sherman Hill. In Sacramento, UP 0-6-0 4466 (right) is running at the California State R.R. Museum.

JOEL HARRISON

STEVE SEGUINE

FROM ALCOS TO F'S, the Utah Railway has leased four BN F45s, shown here on their first trip east near Narrows, Utah, on April 4, 1985.

CONRAIL HOSTED a series of steam excursions this spring for three different operators. George Hart's 4-6-0 972 was on Rockville Bridge above Harrisburg (below) on May 5, 1985, with one of three trips up from Mechanicsburg, Pa., celebrating the 150th Anniversary of the Cumberland Valley R.R. See page 42 for the June 8 run over Rockville of PRR 4-4-2 7002 and 4-4-0 1223. On June 9, Ft.Wayne's NKP 2-8-4 765 was storming through the Canisteo valley (right) on the old Erie between Buffalo and Corning, N.Y.

HOVER HILL

THOMAS N. ROCKHILL

ALEX MAYES

N&W 2-6-6-4 1218 was pulled out of the Roanoke Transportation Museum on May 10, 1985, and taken to the Norfolk Southern steam shop in Birmingham, Ala., for overhaul. It is expected to be ready to run by mid-1986. NS swapped Steamtown two diesels for the 1218.

with equipment this old. There is also the drawback that the equipment tends to delay other trains, and we won't tolerate that. Our primary responsibility is to provide a transportation service using modern equipment." (I would hate to have to be the executive idiot who tries to sell *that* to Bob Claytor and John Kenefick.) The BN is also refusing to let the UP utilize its trackage rights into Vancouver to move the steam locomotives.

While efforts are under way to get the BN to change its mind, the UP has observed that "we can handle it" by routing via Spokane and the old Spokane International to the Canadian Pacific. This would mean a steam parade through the Fraser River Canyon and a much longer trip for certain of the locomotives. Stay tuned for further developments.

BURLINGTON 4960 CB&Q 2-8-2 4960, owned by the Mid-Continent Railway Museum and leased in 1981 to Harold Keene's Bristol & North Western in Virginia (see September 1982 R&R), has now been leased to S&W Tourist Enterprises of Rock Island, Illinois, for operation in cooperation with the Greater Quad City Railway Historical Society. With a five-year plus five-year-option lease, S&W has contracted with Gary Bensman in Ft.Wayne, Indiana, to overhaul the 4960 to FRA standards (Bensman is the man in charge of maintaining and operating Ft. Wayne's NKP 2-8-4 765). In mid-June, Bensman was preparing the 4960 for shipment from Virginia and anticipates having the 4960 ready for service by early fall 1985. The B&NW, incidentally, operated the 4960 on a full schedule only in 1981, its picturesque rural run the victim of the recession and a downturn in Mr.Keene's coal mining enterprises.

The Greater Quad City group, which recently leased the handsome former-RI depot in Rock Island, has acquired seven N&W coaches from the former-Wabash Chicago commuter service. Though negotiations were under way with more than one local railroad at press time, no firm operational commitments could be announced. It is anticipated, however, that operations of the 4960 will be centered in the Quad City area. Although the Burlington Northern is not one of the railroads being considered for the 4960's operation, Burlington fans will be pleased to learn that the 4960 is expected to retain her authentic CB&Q livery, lettering and details.

A SANTA FE ODDBALL The Santa Fe has begun a program of rebuilding its 100 U36Cs, renumbering them in the process from the 8700s to the 9500s. The first unit outshopped, 9500, formerly the 8721, will be a system unique, for it has a home-made square nose to replace the wreck-damaged factory original.

CANADIAN NATIONAL In late May 1985 the CN began taking delivery from GMDD of London, Ont., the first of its 40 cowl-carbody SD50Fs, while the first similar SD60Fs were testing in the factory. Both the SD50Fs and SD60Fs have the "Draper-taper" carbody side recesses for improved rear visibility from the cab. The SD50Fs will be 5400-5439, while the SD60Fs will be 9900-9903.

VIA RETURNED TO MAINE After being terminated in the service cuts of Transport Minister Jean-Luc Pepin on November 15, 1981, VIA Rail's *Atlantic* returned to the Canadian Pacific route across Maine on June 1, 1985, thanks to a change in the Canadian government and the active support of "The Maine Rail Group." The new schedule, incidentally, puts the eastbound train in the daylight east of Brownville Junction, Maine. With FPA4s as normal motive power and a dome observation on the rear, the new *Atlantic* is well worth a look and a ride. The only hitch so far is the customs inspection in the middle of the night, something the previous train avoided by a "grandfather clause" in the law.

WHO GOT THE MILWAUKEE? In spite of the coal train photo on page 2, there's no question that the Soo Line did. That coal train is the LTSHC, *La*Tta, Ind., to *SH*eboygan, Wis., *C*oal, a C&NW-Milwaukee pool train set up in early 1985. The Milwaukee brings it out of Indiana on their Louisville line and hands it over to the C&NW at Bryn Mawr (where the joint freight line begins near Bensenville); there the C&NW adds one of its units for cab signals and ATS. The train makes three round trips a week.

Concerning that MN&S-Soo-Milwaukee power set that showed up in Schiller Park, the MN&S SD39 No.40 has since become the first MN&S unit repainted by the Soo, and it got the traditional Soo red and white—there is no "merger" paint scheme yet. The 40 became the 6240 on June 14, but it carries MN&S initials on the cab. The MN&S is wholly owned by the Soo, while the Soo and Milwaukee are still being operated as separate entities (although 10 SD40-2s each were swapped between the two roads to "show the flag" in each other's territory). The Soo is taking its time and carefully planning the future consolidation of operations.

THE *STAR CLIPPER* A new dinner train has been introduced on the Cedar Valley Railroad (the former IC Waterloo-Albert Lea line), operating three-hour evening round trips out of five different cities on the line in a rotating schedule. Two freshly-repainted ex-C&NW commuter F7s (HEP-equipped 407 and 416) power the three-car train, with a unit facing outward at either end. The three cars were completely refurbished to provide the kitchen car *Vining's Pride* in the middle with 18-table diners *Velvet Rose* and *Snowbird* on either end. The meal service, consisting of full dinners of prime rib or seafood prepared on-board, is provided by Randi and Walt Vining of Big Don's Supper Club in Osage, Iowa. The dinner and transportation is $35 per person plus drinks and tip. The train is headquartered in Osage and also operates out of Glenville and Lyle, Minn., and Waverly and Cedar Falls, Iowa—they also have the "Depot Lounge" at Osage. For a schedule write: *The Star Clipper Dinner Train*, P.O. Box 98B, Osage, IA 50461, 515/732-3738, 11am-7pm weekdays.

The Cedar Valley Railroad is owned by Jack Haley, who is making a bid for the IC lines from Chicago across Iowa, which he plans to operate as the Chicago, Central & Pacific.

ANSCHUTZ BUSINESS CARS The Anschutz Corporation, owner of the D&RGW, has purchased two business cars from the Casablanca Fan Company of California. Delivered on the *California Zephyr* on January 28, the luxuriously remodeled cars have been used for dinners in Denver Union Station and as private cars on the Ski Trains.

The two cars are a 1949 Budd round-end observation car built in 1949 for the New York Central's *Ohio State Limited*, and an ex-M&StL 1948 ACF coach. The NYC *Fall Brook* was a five double bedroom-buffet-lounge-observation that was subsequently the Canadian Pacific *Eastview*, United Railway Supply *Monterrey*, and Casablanca Fan *City of Pasadena*. The coach was Minneapolis & St. Louis 53, used behind gas-electric motor cars, which was sold to the Rock Island in 1957, where it became the *Duncan*. It was sold to Casablanca Fan in 1981, where it was used as a lounge and showroom for their line of ceiling fans. Anschutz has renamed the obs *Colorado*, and the coach *Utah*—CHIP SHERMAN.

HERE COME THE TIGERS! The first of the Burlington Northern's order of 53 GP50s (3110-3162) are leaving La Grange wearing the orange and black nose stripes tested on SD40-2 8002 (page 2, July 1985 R&R). The striping is modified slightly in that the sides of the short hood remain green, with a solid orange cab front and black stripes only on the nose. The last five GP50s will have a different "full crew" cab.

THERE GOES KATY The Union Pacific Corporation has agreed to purchase the 3100-mile Missouri-Kansas-Texas Railroad from Katy Industries. While not a big money-maker, the MKT is one of two regional Southwestern carriers (the other, KCS) considered for years to be logical merger candidates. It has reasonable merchandise service, firm roots in a good farming region and some lucrative unit coal train operations. The routes going to the UP include the numerous former-Rock Island lines taken over by Katy in recent years. Statistics quote 240 locomotives, over 6000 freight cars and about 2500 employees.

Combining MKT with Missouri Pacific trackage will enable the UP System to cut mileage and transit time between some of the common points served by both and enable the UP to participate in addiional unit coal train hauls from Wyoming to Texas utilities which presently route BN-MKT. The MKT and UP/MP already have more than 600 miles of trackage rights agreements. States UP Chairman John Kenefick, "The acquisition will ensure that Katy's lines, critical links in reaching the Gulf, are upgraded and maintained to UP System standards."

The UP expects to apply to the ICC to merge the MKT before the year-end. The ICC will then have 31 months from date of filing to

CHIP SHERMAN

MIKE BLEDSOE

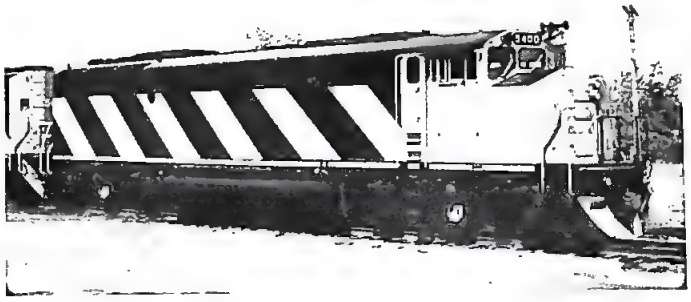
ANSCHUTZ BUSINESS CARS *Colorado* and *Utah* brought up the markers of the D&RGW Ski Train on February 10, 1985, at Rollinsville (left) on their first trip. They were an NYC obs and M&StL coach.

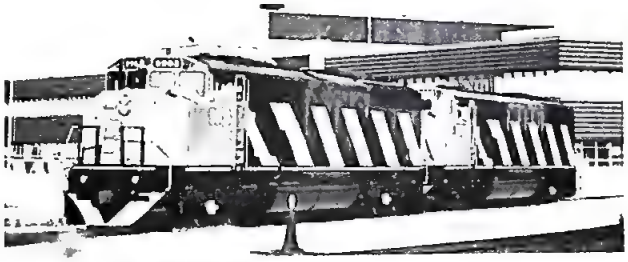
MIDDLETOWN, NEW YORK, found an "O&W" unit posed in front of the old New York, Ontario & Western general office/depot building on April 28, 1985. The occasion was a fantrip sponsored by the Tri-State Chapter NRHS with Al Luedtke's Lackawanna Valley U30B.

JIM BOYD

A SANTA FE ODDBALL was created as rebuilt U36C 9500 got a new square nose; pre-rebuild 8721 lost its factory nose in a wreck.

TWO PHOTOS IAN PLATT





CANADIAN NATIONAL is getting 40 "Draper-taper" SD50F cowl units; 5400 had been just delivered at London, Ont., on May 30. Meanwhile, SD60Fs 9903 and 9902 (left) were in the GMDD plant.

rule on the merger. Back in Chicago, Uncle John Santa Fe is delighted with the UP move, which according to SFSP officials reinforces the need to have a strong regional competitor for the UP System. Such a competitor, of course, would be the merged Southern Pacific & Santa Fe—WALTER A. APPEL.

CONRAIL AGAIN Another bid has surfaced in the on-going Conrail sale drama, this time involving 25 bidders joined together by Morgan Stanley & Company, a highly regarded Wall Street investment banking firm. Included in the group are Princeton, Harvard and Columbia Universities, CSX Corporation (!), a host of domestic and foreign investment companies, and U.S.Steel.

The new proposal would keep Conrail independent, thereby preserving more jobs and service. The Morgan Stanley group is bidding for the 85% of Conrail stock owned by the federal government—the remaining 15% is owned by rail labor and would remain in its present owners' posession. CSX is interested in keeping Norfolk Southern out of the Northeast, and to achieve this goal, it is putting up 25% of the funds for the $1.2 million bid. Stock purchased by CSX under the proposal would be put into a trust and later sold to the public.

Congress is more interested in this new bid than is the Department of Transportation. Secretary Dole still appears to favor the Norfolk Southern bid and has had very little to say about the new offer. Congress has said it wants more information on the tax implications of the sale to Norfolk Southern and may look more favorably on keeping Conrail independent. Norfolk Southern, in the meantime, has given Congress until the end of the year to make up its mind, or NS will cancel its present bid—WALTER A. APPEL.

MIDDLETOWN, NEW YORK The old general office/depot building of the New York, Ontario & Western is now a restaurant, and the old O&W main line in front of it is now a Conrail branch, but on April 28, 1985, an "O&W" unit posed again in front of the depot and was photographed by a railfan horde unlike anything ever seen by the *Mountaineer.* The unit, of course, was Al Luedtke's Lackawanna Valley U30B 901, whose creation was described in our July 1985 MARKERS. The occasion was a fantrip from Hoboken, N.J., sponsored by the Tri-State Chapter NRHS, using the U30B ahead of an N.J. Transit F40 and a consist of "Comet" commuter coaches. The idea of posing the 901 at the depot was the original idea behind the trip.

After the photo session at Middletown, the train returned to the former-Erie Graham Line and headed eastward to Campbell Hall and Maybrook for a run down the former-Lehigh & Hudson River to Warwick, N.Y. The push-pull cab car made easy work of the many back-up moves required to have the U30B positoned properly for the photo stops at Middletown and Warwick. The U30B proved quite comfortable and capable at main line passenger train speeds, something it is not likely to encounter at its new home on the Lackawanna Valley's former-D&H trackage between Scranton and Carbondale, Pa., where it was moved the following week.

The South Paris Switcher

by Bram Bailey

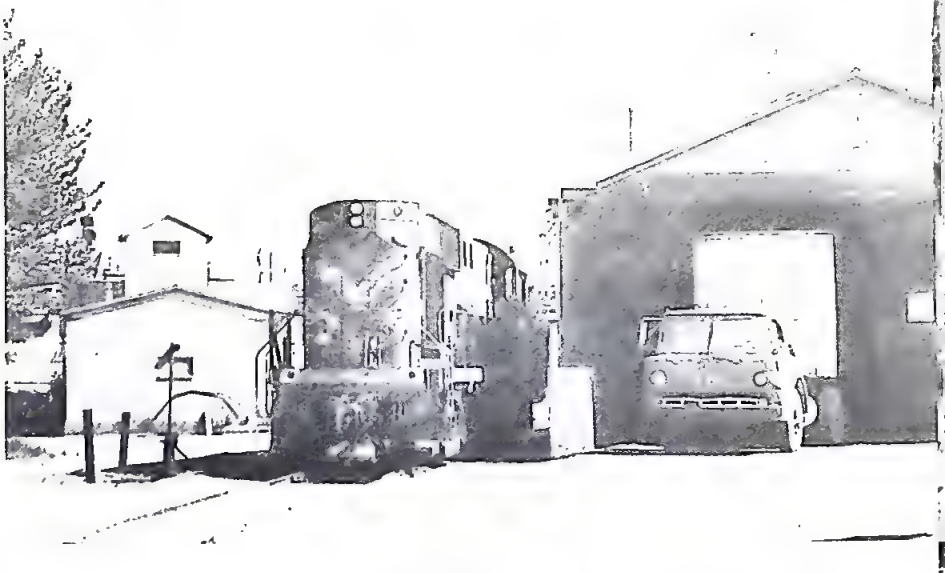
The RS11s built by Alco in 1956 for the Duluth, Winnipeg & Pacific have spent a lot of their working lives in New England. It began with a three-year stint back in the mid-1960s and wound up between 1977 and 1983 when the entire 15-unit fleet found itself working on the Central Vermont. By early 1985, however, the Alcos were all relegated to the dead line at St.Albans—except for four units assigned to the Grand Trunk. And therein lies our tale.

What was once known as the Grand Trunk (Eastern Lines) is now operated as a subdivision of the Canadian National. Coming eastward from Montreal and then southward from Sherbrooke, Que., the line enters the U.S. at Norton, Vermont. About 16 miles south of the border is the division point of Island Pond, Vt., where crews up from Portland change (out of Montreal, the crews change at Richmond, Que., and Island Pond, legs of a little over 70 miles each).

The Montreal-Portland route is served by a daily through freight in each direction. The eastbound 394 typically gets out of Montreal in the morning, changes crews at Island Pond between 4:30 and 6:00 p.m., and gets into Portland shortly after midnight. The westbound 393 departs Portland about 11:00 a.m., makes Island Pond about 6:00 in the evening, and gets into Montreal around midnight. The two trains generally meet at Island Pond. Power is typically Montreal-based M420Ws.

Local switching is no longer done out of Island Pond, but there are switchers at Portland and South Paris, Maine. For a visiting railfan, the South Paris switcher is a perfect one-day chase—and at least as of June 1985, a sure place to find an RS11. The job works in daylight, running predominantly into the sun.

The four RS11s on the GT (3600, 01, 04 and 05) wear the green and yellow CV colors. When I photographed the operation in June 1984, I caught the 3605 the first time and two weeks later got the 3604. Frankly, I enjoyed the 3605 more due to its tendency to emit great clouds of smoke during even the slightest acceleration—the 3604 was a little stingier with the black stuff.



GOOD OLD ALCO SMOKE burps from RS11 3504 (left) as the South Paris switcher gets its train ready on a June morning in 1984. The first matter of business is a trip west on the Norway branch (bottom left) to work Wilner's Wood Products (above). With its branch work completed, the job then returns to the depot, gets its train and heads south.

PHOTOGRAPHY BRAM BAILEY

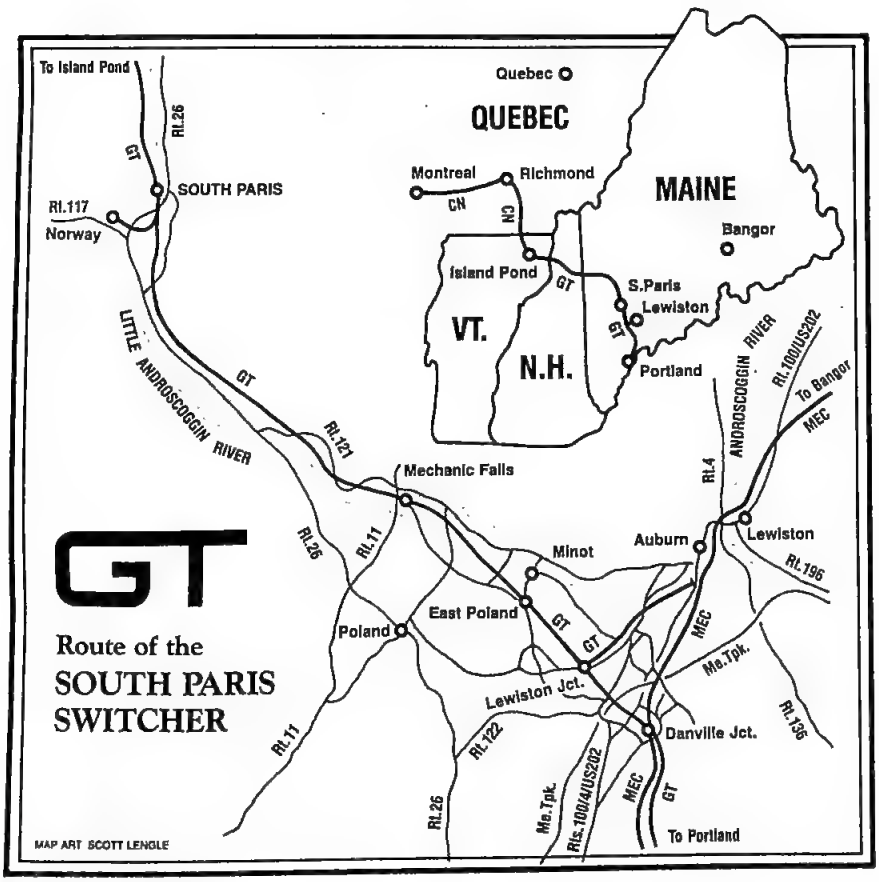
The South Paris job works Monday through Friday, with the crew arriving between 8:00 and 8:30 a.m. As the engineer starts up the locomotive, the conductor gets his paperwork from the operator at the depot. Eastbound through freight 394 will have dropped off cars for the local the previous evening. Assembling the train involves several runs past the station—and thanks to Alco turbo-lag, it's not difficult to set up a smoke shot with the depot in the picture. Their train is usually ready to go by 9:30.

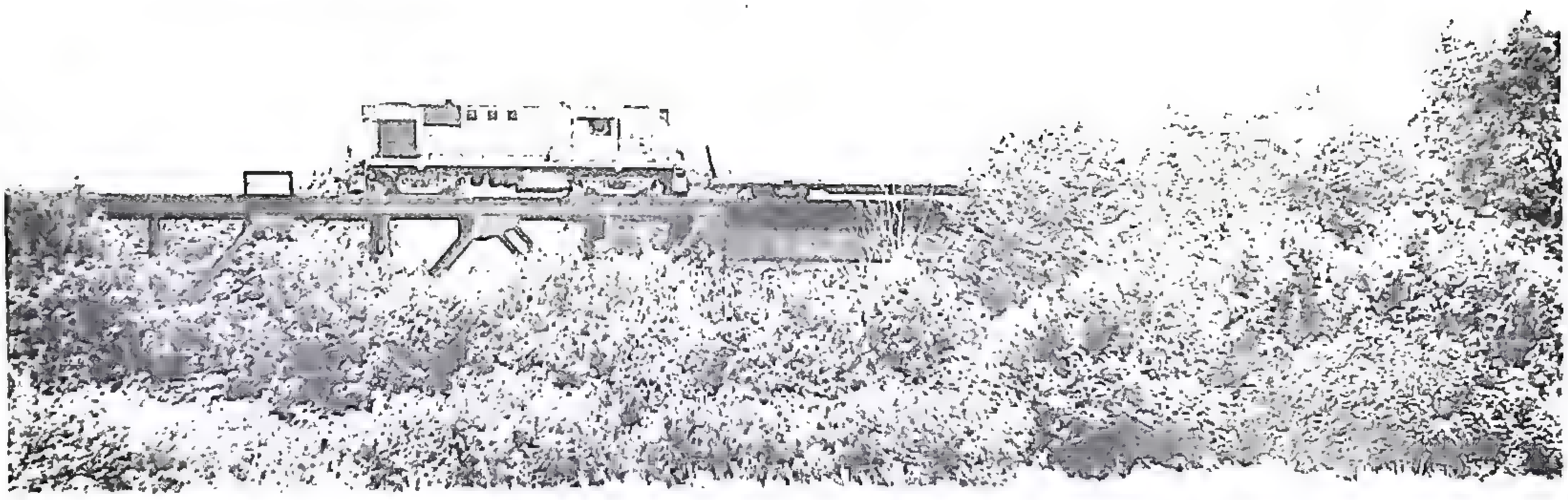
If there are any cars to be lifted or dropped at Wilner's Wood Products, a run is made out the Norway Branch, which extends 1.4 miles westward from South Paris. Only the cars to be handled are taken down the branch, with the caboose and remainder of the consist left at the depot. The branch track speed is 10 m.p.h., so it is an easy chase. It features some side-of-the-road running reminiscent of an interurban line.

With any work on the Norway Branch completed, the crew returns to the station, ties onto their consist and heads south. The South Paris switcher covers about 20 miles of the GT main line from South Paris down to Danville Junction, as well as the 5.4-mile Lewiston Branch. The line is reasonably accessible by highway for its entire length.

You can get a good shot of the train crossing the Androscoggin River just south of town on Oxford Street and still have time to catch up with him as the track parallels the street before the junction with Route 26. Use Route 26 and then Route 121 to follow the train to Mechanic Falls. If they switch the piggyback ramp there, they will make several passes over another Androscoggin River bridge.

From Mechanic Falls, the highways do not precisely parallel the tracks, but if you hurry you can catch the train at Lewiston Junction. The junction has a wye, and the Lewiston line angles off to the northeast. After switching LaPage Flour, they will generally round the





THE SOUTHBOUND JOB crosses the Little Androscoggin River just below South Paris (top). After working the Lewiston branch and turning at Lewiston Junction, it backs down to Danville Junction (above); note back-up lights on the caboose. At Danville Junction (below left) it switches the MEC interchange tracks.

west leg of the wye and head up to Lewiston, although they will occasionally go south to Danville Junction first and work Lewiston on the way back. (Incidentally, the operator or crew at South Paris can tell you in advance how they will work on any particular day as soon as they have had the opportunity to go over their switch list.)

On the branch, about a mile from the junction as you pass the airport, the entire train can be seen across a clearing on a slight embankment, making a nice photo. Track speed on the branch is 15 m.p.h., making it a casual chase. Auburn Milling and Pioneer Plastics in Auburn/Lewiston produce most of the revenue on the branch. When the switching is complete, the train is backed to Lewiston Junction where it rounds the east leg of the wye and continues backing the mile and a half down the main line to Danville Junction—since there is no wye at Danville Junction, the train will turn at Lewiston Junction and back eastward whether they work the Lewiston Branch first or not. A modern caboose with headlights

DANVILLE JUNCTION finds the RS11 on the GT main working across the MEC diamond. With its work completed, the job returns to South Paris (bottom) for another night.

makes safe work of those back-up moves.

Danville Junction is the interchange with the Maine Central's "Back Road." Cars are also left here to be picked up by westbound 393 in the early afternoon. While working the yard, the RS11 must repeatedly cross the MEC diamond, providing some good photo angles. Once their switching is complete, they can return to South Paris. They typically make pretty good time, since there is little work to do on the westbound trip. Back in South Paris, the engine and caboose tie up for the night across from the depot.

Other GT operations

The South Paris switcher will usually get out of Danville Junction ahead of westbound through freight 393, which shows up there about 1:30 in the afternoon. The best way to tell if 393 is on the move is to listen to the Canadian National dispatcher on CN Channel 2, 161.205 MHz; the switcher will use CN Channel 1, 161.415 MHz.

The GT/CN does most of its Maine Central interchange at either Yarmouth Junction (MEC's "Lower Road") or Danville Junction (MEC's "Back Road"), and traffic in and out of Portland is primarily for local customers there. This is especially true since the Back Cove trestle in Portland burned on Halloween 1984, isolating the main line from the downtown yard. Since most of the customers are along the main line north of the bay, the through trains are terminated on a couple of spurs near the old roundhouse northeast of the burned bridge. An RS11 is kept there to handle the industrial switching.

Across the bay, another RS11 is kept in the downtown yard to service the few customers on that isolated piece of CN/GT track. Cars for them are picked up off the Maine Central by the RS11, which runs down the trackage in Commercial Street where the Portland Terminal Alco switcher 1101 was featured on the cover of the March 1984 R&R. Plans are under way to have the trestle rebuilt, but it is not likely to be completed until the end of 1985.

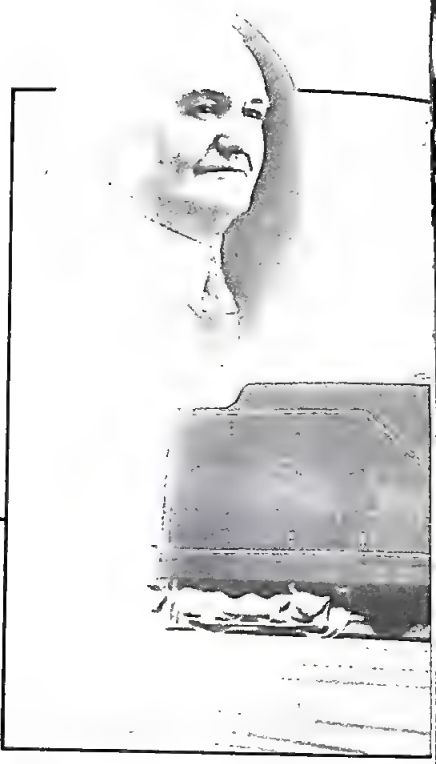
Meanwhile, the two jobs in Portland and the South Paris switcher remain the only reasonably sure places to find the CV RS11s running this year—of course, this could change overnight, though there is no sign of such at the moment, but we've all heard that before, too. The rest of the RS11s have been reported out of service at St.Albans on the CV, including the chop-nosed 3608 and the ex-N&W 367, now CV 3609. One can only speculate on how much longer the units on the GT will continue their smoky show.

When they preserved the "7002"...

The Pennsy

The 7002 was the locomotive assigned to a new *Pennsylvania Special*, Train 29 westbound, in the predawn hours of June 12, 1905, when Engineman Jerry McCarthy was called. McCarthy was told to make up lost time; the much-publicized *Special* was running late on its inaugural trip. For the three miles between AY Tower and Elida, Ohio, railroad operators compared timings and estimated a speed of 127.1 m.p.h. The Pennsylvania Railroad immediately touted a new record. In all the years since, no higher speed for a steam locomotive was ever claimed.

Since 1949, an E7s-class Atlantic has carried the fabled number on its smokebox: 7002. Unfortunately for history, that E7s started life as the 8063. The Pennsylvania Railroad scrapped the original 7002 in 1934. But perhaps by then the company recognized that the old speed record claim was simply an unsubstantiated assertion—which it was. As there was no prior coordination for the timing, the speed figure has always been open to question. Such doubt, or the thought that someone, unwitnessed, might have inadvertantly misread a timepiece in the small hours of the morning, didn't deter the PRR passenger offices in 1905. The whole debate was pretty academic by the depression year of 1934, when 7002 met the torch. In the upbeat postwar year of 1949, however, Pennsy public relations were focused on the second year of the hugely successful Chicago Railroad Fair, and, once again, facts were regarded as an inconvenience. The 8063, which had been extensively overhauled at Altoona nine years previously, got a new number plate and served the stand-in as a non-operative, static display for admiring fairgoers. Neither signage at



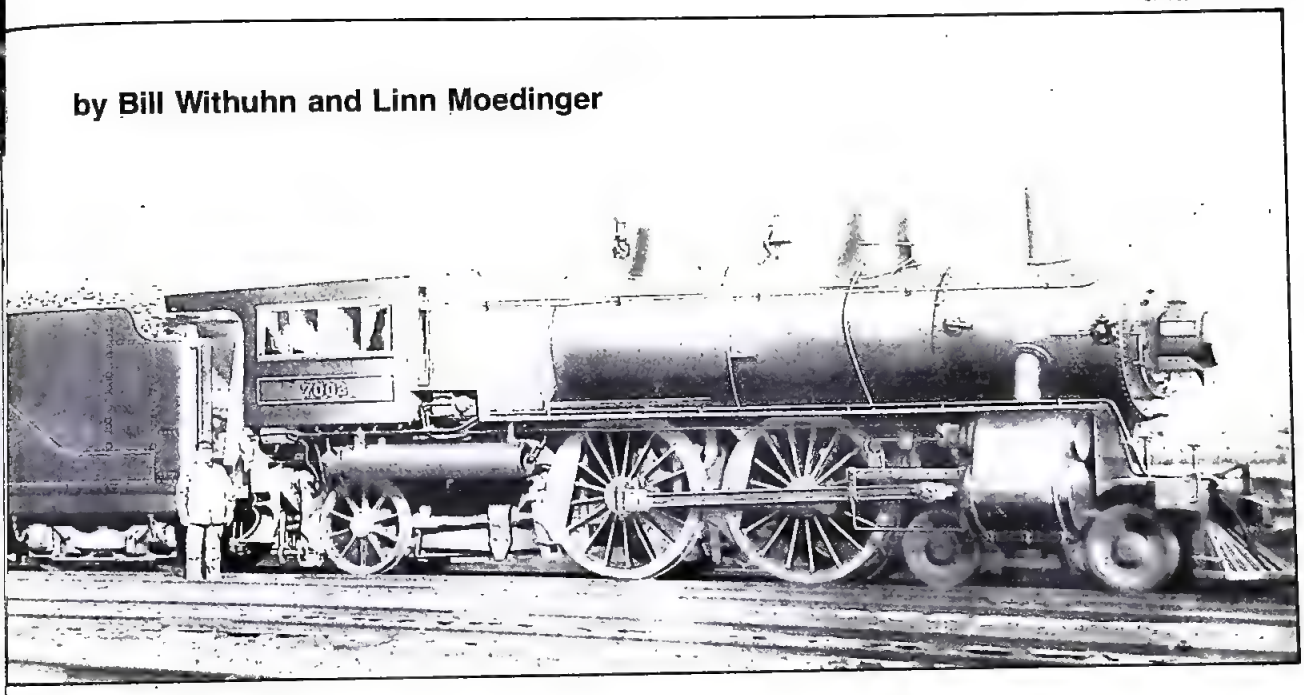
PRR ATLANTIC "7002," actually the 8063, doubleheaded on the Strasburg with PRR 4-4-0 1223 for the first time (**below**) on October 22, 1983. The PRR prepared this publicity photo (**right**) with the cameo of engineer Jerry McCarthy in the 1920s, after the 7002 had been converted to an E7sa with piston valves and while it was wearing the short-lived Lines West centered headlight.

KEN MURRAY

pulled a fast one!

by Bill Withuhn and Linn Moedinger

SMITHSONIAN INSTITUTION



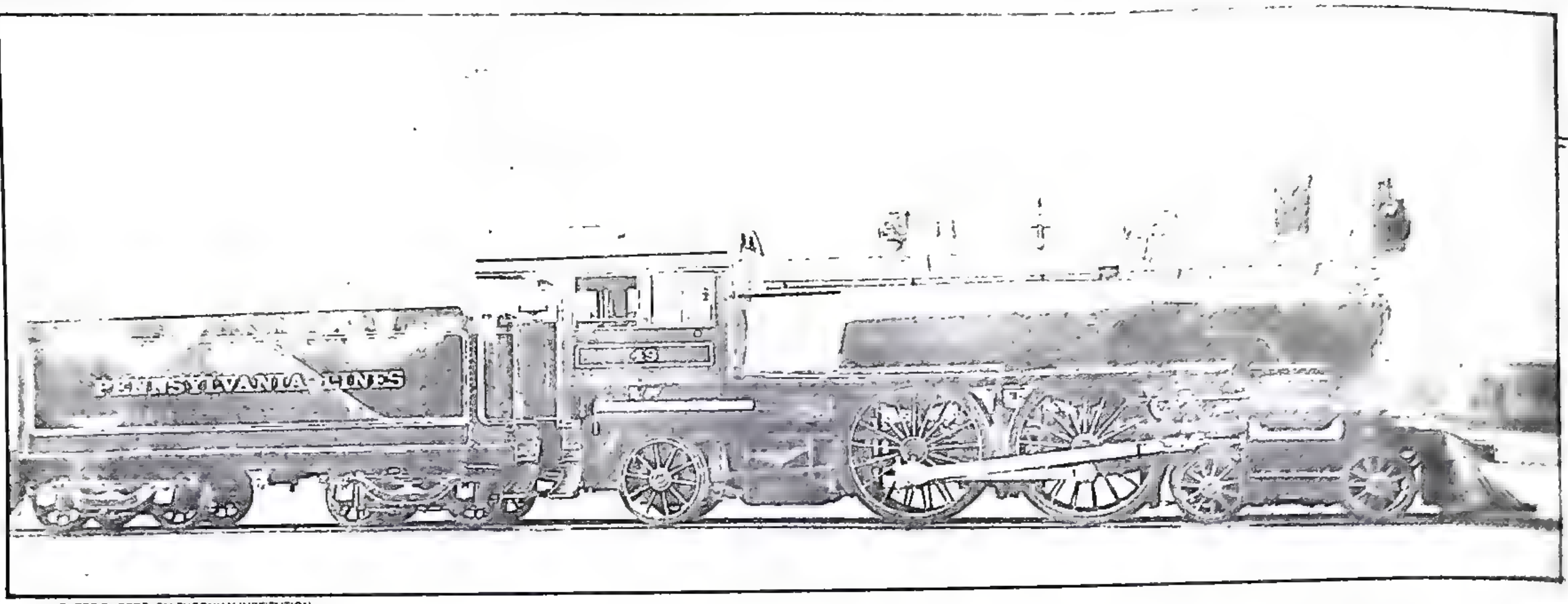
the 1949 display nor souvenir postcards revealed that both engine and speed record were not what they seemed.

On her own terms, though, the 7002/8063 need not make any apologies to anyone. As representatives of the magnificent grace and high style of American passenger locomotives at the turn of the century, the Pennsylvania's early Atlantics knew few peers. The first Pennsy Atlantic, the camelback E1, was designed by the famed Axel Vogt in 1898-99. The E2 design was completed under the supervision of W. W. Atterbury, who became General Superintendent of Motive Power, Lines East, in 1901. Both the 8063 and the original 7002 were built at Juniata in 1902 as E2-class engines, with slide valves, for Lines West. Both were rebuilt—7002 in 1916 and 8063 in 1918—with superheaters and piston valves, but retaining Stephenson valve gear, and both were then reclassed as E7 locomotives. The 7002 and 8063 were virtually identical except for the firebox: 7002 was built with a conventional, radial-stayed firebox, which it kept during its service life, while 8063 was built with a Belpaire firebox.* In either version, the E2 class and variants epitomized the locomotive state-of-the-art at the beginning of this century, when American railroads so dominated our national life. As the E7 class, the rebuilds continued serving into the 1930s and 1940s, showing the soundness of the basic design.

In the fall of 1982, Bill Withuhn made a cursory inspection of 7002/8063. By that time, the locomotive had dozed quietly for nearly eight years in the Rolling Stock Hall of the Railroad Museum of Pennsylvania. Since 1979, title to the engine, along with title to the remainder of the former PRR historical collection, had resided with the Commonwealth of Pennsylvania, in a complex deal arranged with the Penn Central estate. Bill's preliminary inspection revealed a locomotive in remarkable shape: there appeared to be no significant wear anywhere, except for minor reduction in the nominal 80" driver diameter, and mill scale was still inside the rebuilt tender. Apparently, this engine had never been steamed since its 1940 Altoona overhaul! A little digging in the museum files and some photo comparisons showed also that the engine got its recreated 1902-style headlight in 1940, but did not receive its present cab nor lose its electric generator until 1949, when it gained the new number. The extensive rebuildings over the years meant that many parts were not original; the cab, for instance, was at least its third one. Renewable components, such as bearing brasses and tires, had been replaced many times. Yet, despite the engine's age, it was in far better mechanical condition than many locomotives far newer. Here was an opportunity for a unique "living exhibit," representing the very height of the American railroad age.

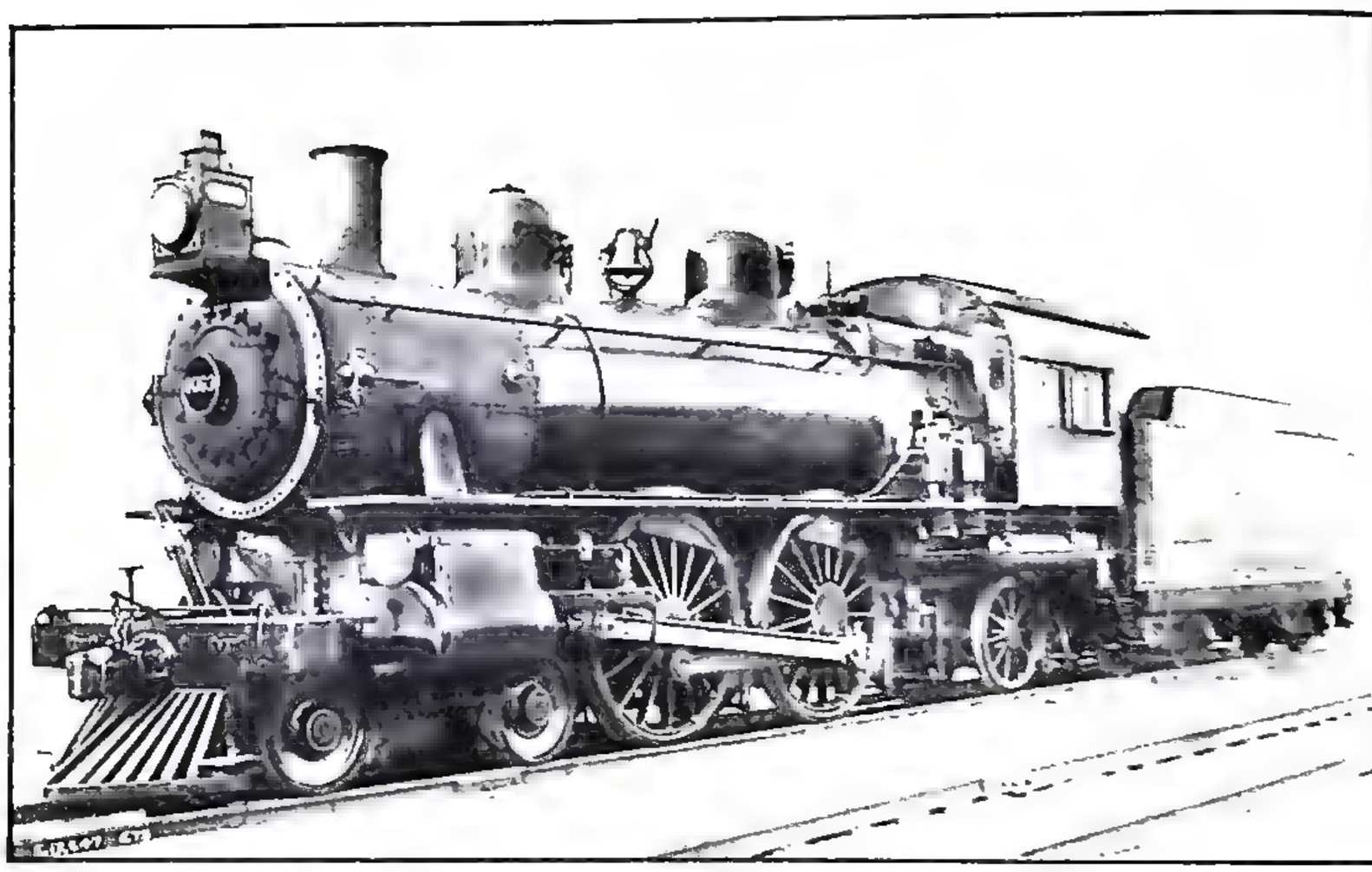
In November 1982, Bill invited officers of the Strasburg Rail Road over to the museum. The independent, privately-owned railroad and the state-run museum are neighbors, the museum sited just across the highway from the railroad's East Strasburg depot. Bill—with his hat on then as museum Associate Administrator—had a suggestion. Provided the railroad's board of directors were interested, then he, in turn, would recommend to state authorities that the elegant Atlantic be leased to the railroad. Over the years, the rail-

*In 1902, the PRR regarded the Belpaire as still somewhat experimental; 8063 was thus originally an E2a, "a" for a "revised" design, in this case with the flat-surfaced firebox. The 7002 was an E2, without the Belpaire. By the 1916-1918 rebuildings, however, the Belpaire had become standard, and thus 8063 became an E7s, "s" for "superheater," and the original 7002 became an E7sa, "a" now for the nonstandard, radial-stay firebox. There were less than 20 radially-stayed E2s rebuilt.



THREE PHOTOS SMITHSONIAN INSTITUTION

A SISTER ENGINE to the original 7002, Pittsburgh, Ft.Wayne & Chicago E2 49 was built at Juniata in 1902. Like the 7002, which was built as PFtW&C No.2 and renumbered 7002 in 1903, the 49 (later 7049 and 9238) looks here like the 7002 did when it made its historic run in 1905. The 5255 (right) is a Belpaire-equipped E2a, the way the 8063 originally looked. The 8063's 1940 overhaul (below) included back-dating of details.



road had abundantly demonstrated that it had the necessary resources, safety record, shop skills and permanence to care properly for such a locomotive. American-type No. 1223, a 1905 ex-Pennsy D16sb which for years has been a living symbol of Strasburg operations, was already under lease, in an arrangement the Strasburg had first worked out with the Pennsylvania Railroad before the advent of Penn Central.

The Strasburg Rail Road's board acted in the spring of 1983, on recommendation from President William Moedinger, Jr., and Vice President and Chief Mechanical Officer J. Huber Leath. The idea of seeking a lease from the state was approved, pending a complete mechanical examination. Thus in April, Enginehouse Foreman Linn Moedinger began an extensive teardown, with documentation made as he went. Meanwhile, Withuhn began discussion with the state people in Harrisburg.

Linn completed his own inspection in May, and based on his findings, lease details went ahead. Necessary disassembly for first-hand FRA inspection, and a series of hydrostatic tests, were completed in June. Withuhn, who is an industrial engineer, did his own interior survey for verifying the available boiler drawings, and he worked up the preliminary calculations for the boiler certificate. From May through July, Linn went forward on mechanical repair work, assisted by the Strasburg shop staff—notably H. K. (Kelly) Anderson, Ervin White, John Bachman, Jim Rice, Mike Brenner, as well as others. Skilled carpentry, to entirely replace the dry-rotted pilot beam and wooden pilot, was accomplished by Glen Lefever.

The E7s was indeed a "time capsule" of 1940-era PRR shop practice. Linn's inspection and repair work gave an unparalleled opportunity to document Pennsy shop skills of the time, as well as answer several intriguing questions about the 7002/8063's own history.

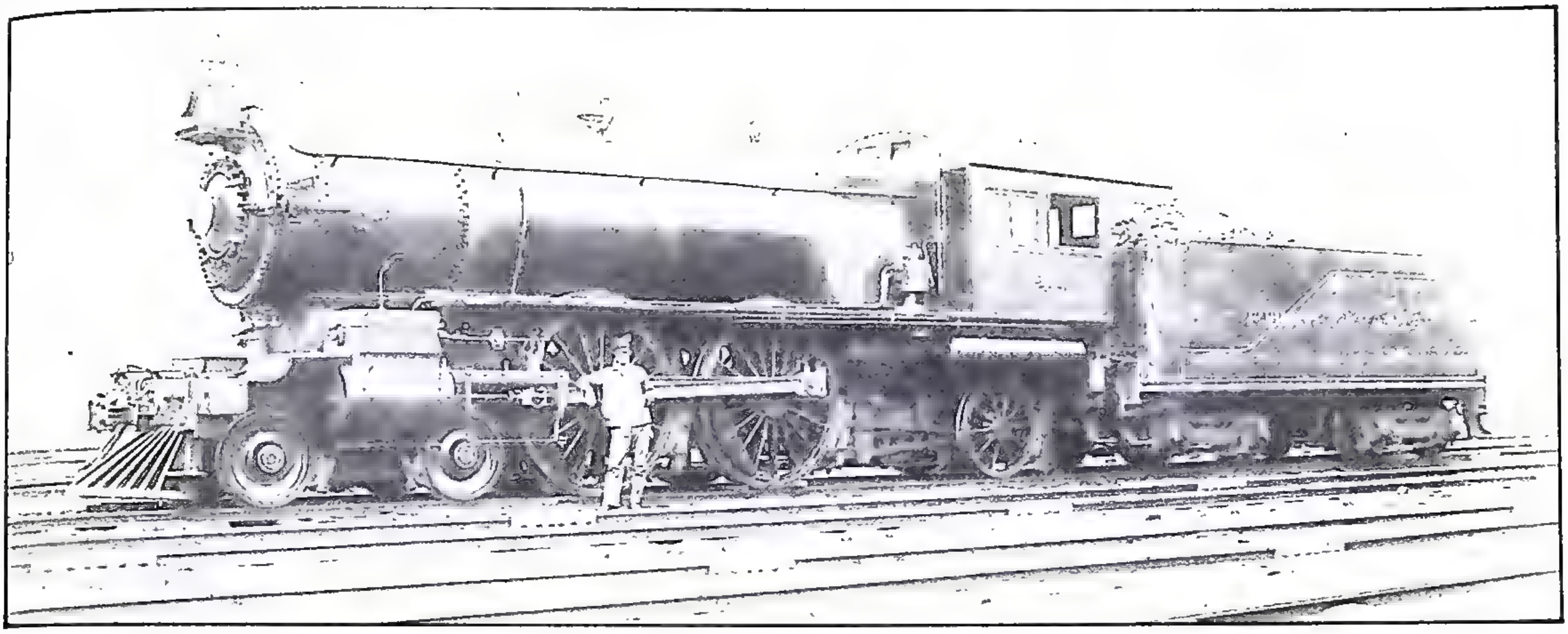
The locomotive had a brand new front end, with brand new netting and draft equipment inside the smokebox. There was zero cinder erosion. The superheater damper was complete and functional. Since such dampers had long ago proved themselves to be unnecessary and a potential source of trouble, Linn took the baffle out and plugged the damper's steam line, leaving the externally visible gear intact.

The boiler sported brand new tubes "brand new" in 1940, that is. The faded white-paint printing of the steelmaker's mark was occasionally still visible; the tubes were probably made by Standard Steel. The tube ends looked freshly rolled, with swage marks apparent and the coppers (ferrules at the tube ends) fresh. The inside of the boiler showed throughout the chisel marks from being descaled. The boiler looked as if it had never contained water since the work was done.

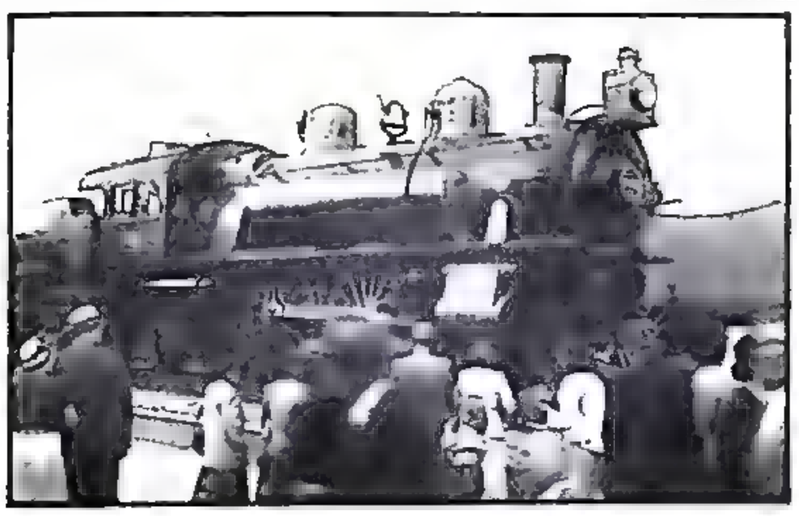
Over one-third of the staybolts in the firebox were new. The rear flue sheet, at the front of the firebox, was entirely new. The side sheets were new from the mudring to about half way up; the outer wrapper sheets were new from the bottom to about one-third of the way up. All the work looked beautifully done. The fusible plugs were brand new. Underneath, a new ashpan had been installed.

In the cab, both injectors had been fitted with new injection and combining tubes. The sight-feed lubricator had been rebuilt; the sight glass retaining rings were only hand tight and had never been exposed to steam. A major modification was required in the cab in 1983 for safe operation; the old vertical-slide, manual, chain-operated firedoor

The Pennsy pulled a fast one!



HOMER HILL



THE 8063 was renumbered 7002 in 1949 for the Chicago Railroad Fair.

had to go. Linn thus looked over the other locomotives in the museum yard and found a substitute: the air-operated door and installation looked ideal on E6 Atlantic No. 460. With suitable apologies to the historic record, therefore, E7 7002/8063 now carries the firedoor through which all that coal was bailed on the 460's celebrated 1927 "Lindbergh" dash from Washington to New York. The "original" firedoor has been preserved. (See page 50 for the story of 460's famous run.)

The running gear of 7002/8063 was found to be completely overhauled. The valve cages bore fresh-looking machining marks. There were new valve rings. Pistons were properly tight and had been well fitted. Linn and crew pulled out one piston and found it and rings in excellent shape. Even the crosshead key was easy to remove, to permit the piston extraction.

The eccentrics, for the inside Stephenson valve motion, had next to no wear. Later, operation proved the valves to runs perfectly "square" (in time) in reverse and is just a bit out-of-square running forward.

All the bearings on axles and pins were "tight," that is, with nominal clearances prior to any breaking-in. Brasses throughout had next to no wear. All wheels, on engine and tender, had been recontoured or had minimal wear. All axles looked next-to-new; there was no indication of any turning below the nominal, as-new axle diameters, for drivers or trucks. Cellars were nearly full of grease, and all the screens were clean and true. The lead-truck axles, however, had suffered since 1940: water accumulation, undrained from the truck cellars, had attacked the journal surfaces. Linn and crew dropped the truck, disassembled it, turned the axles to remove the minor pitting, rerolled the journal surfaces and reinstalled the truck.

The tender was basically new from the frame up. Fresh-looking tarpaper showed between seams needing to be watertight; mill scale covered the tender walls. The water scoop was in perfect operating condition. Unfortunately, safety dictated that the scoop be partly dismantled and a steel safety strap installed to prevent any dangling parts fouling the right-of-way. (Removed parts were saved.)

Many aspects of the old craftmanship were impressive to Linn, Kelly, Erv and others working on the engine. For instance, boiler jacketing was fitted with absolute precision, with hundreds of brass machine screws. Jacketing panels had been carefully cut and fitted around braces, stanchions and brackets, so contours were everywhere perfect.

The tarpaper strips in the tender revealed the old technique of sealing these joints. The rivets, bucked in hot, had heated the tar and caused it to flow and fill the joint; the evidence was easy to see without the years of tender-tank rust that usually covers the interior.

Machining marks gave clear evidence of the slower-speed machining technology used over 40 years ago, compared to present practice. Tool alloys then, not quite as hard, were used at slower speeds than today. Machining on the locomotive throughout showed Linn that broader-nosed, rounder tools were used than would now be used, taking wide cuts at coarse feed. Tool marks were often 1/16" to 1/8" apart—even fine work on valve bushings revealed tool marks about 1/16" apart. Today, one would see a finer feed, the result of higher-speed cutting with harder tools. Nevertheless, the work on 7002/8063 was highly precise; tolerances of fit were "right on the money" everywhere.

Other old PRR work was more puzzling. In examining the safety valves, Linn found that both were rebuilt; both were "brand-new bright" inside. The spring tension checked out well in the deadweight tester for the boiler pressure intended. At fire-up, though, both safeties were erratic and unreliable. Linn had to make new blow-back rings, and he found one spring-plate centering post had been made way off center. The poor work contrasted mightily with the marvelous work on, for instance, the jacketing.

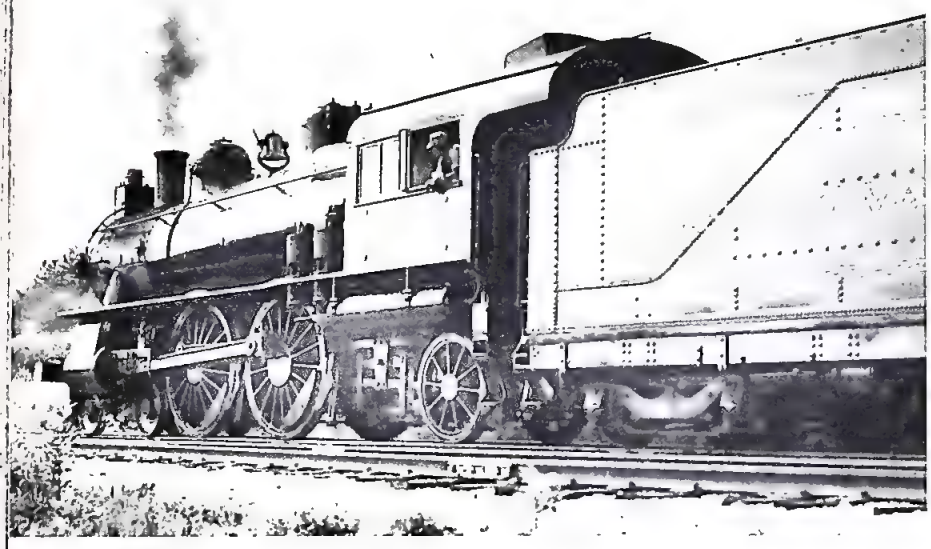
Two fresh-looking joint seams in the firebox appeared beautifully riveted

The Pennsy pulled a fast one!

they leaked like the proverbial sieve. A lot of banging away in recaulking was needed before these two seams sealed up. Even the best boilermakers at Altoona apparently had their off days.

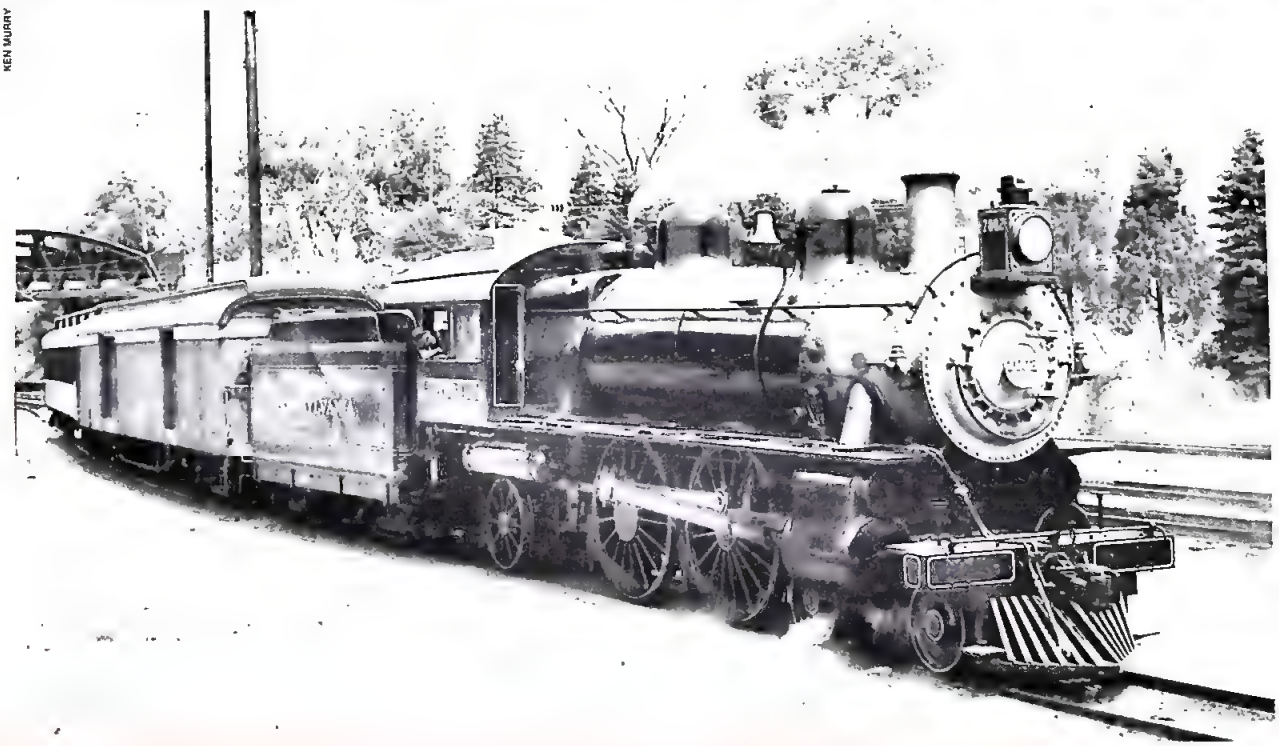
Linn and Bill both have speculated that, at some point in the 1940 work, some word may have come down to the troops on the shop floor to hurry and button-up the E7; the engine would not be steamed. When the work began on the engine 45 years ago, the presumed intent might have been for participation in the second year of the New York World's Fair of 1939-40, with its "Railroads on Parade" pageant of operating locomotives passing in review. However, the work on the E7 was not completed until the fall. In any case, the engine did not steam at the World's Fair before it closed its doors. Right after 1940, the engine still had its original road number and steel cab from a previous rebuilding, but it carried the early-style headlight. The engine lay dormant until 1949, when it made its appearance in Chicago, but it seems that the PRR intended from the outset to not steam it there.

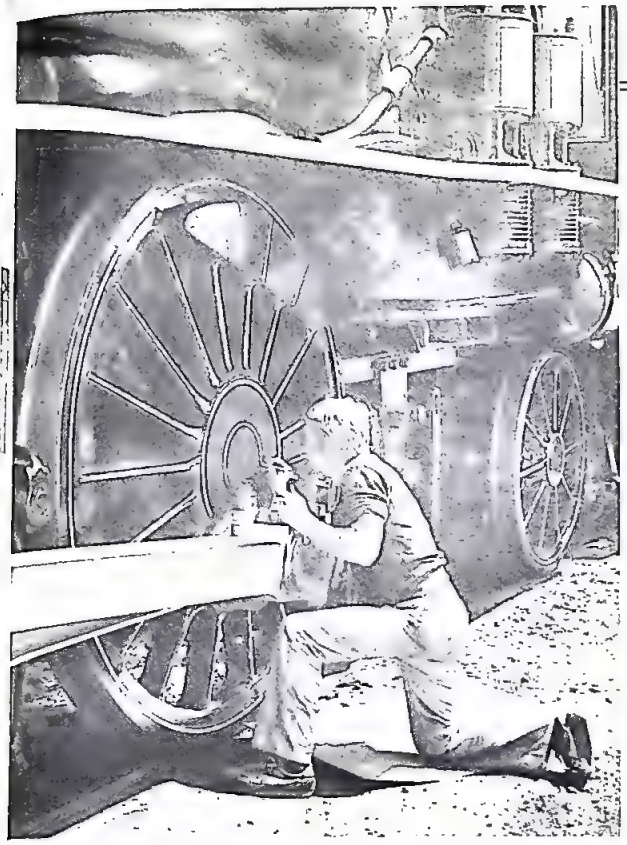
The air brake system gives more direct evidence that the engine had not operated after 1940. Both air compressors were found to have been rebuilt, but one was found in 1983 to have a cracked top cylinder casting. There was no evidence of freeze-up or anything unusual affecting the pump's condition, but there was a 6" hairline crack at one live steam port. Had the engine been fired up, the shop forces would have found the defect immediately. Also, the air pump governor had been rebuilt in 1940 and looked new inside, yet it required another rebuilding and modification by Linn before it operated properly. And the entire independent brake system was missing, being plugged off; the engine brake system was only good for towing. This change, however, could

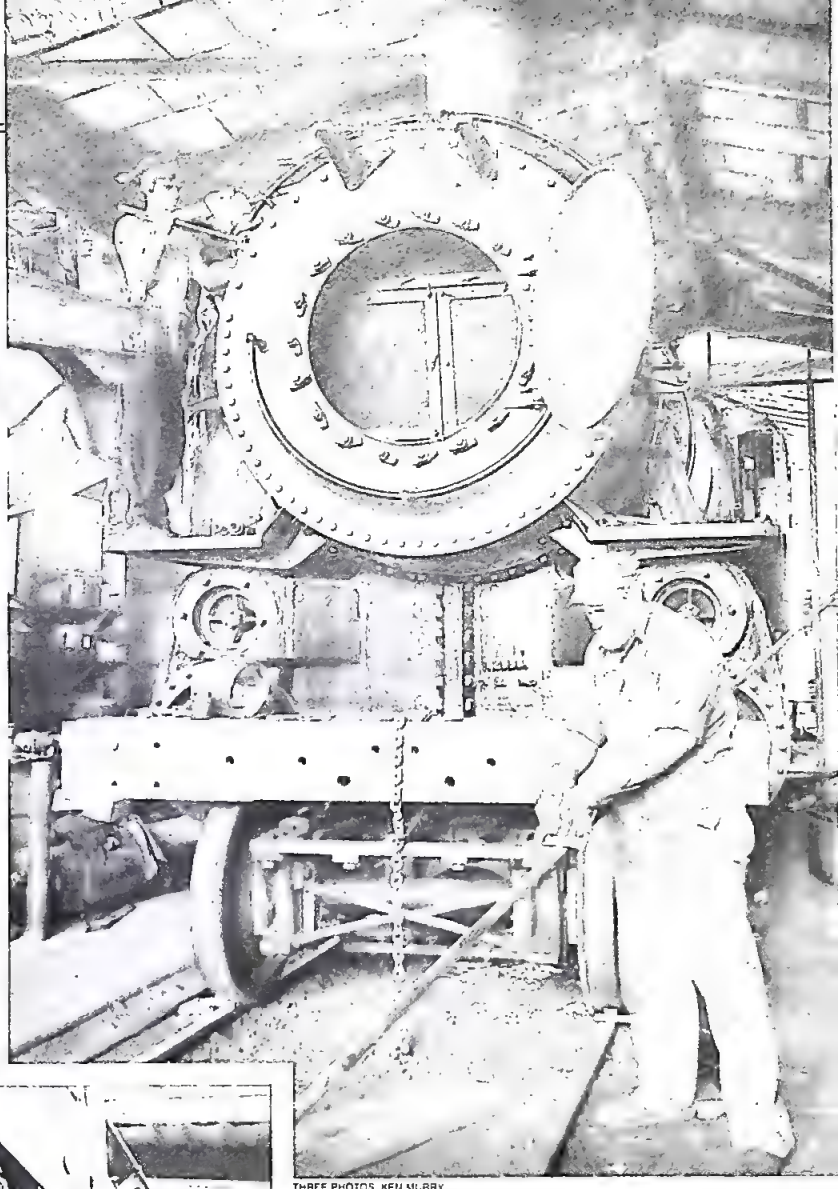


TWO PHOTOS JIM BOYD

KEN MURRY







LINN MOEDINGER (below) and his Strasburg R.R. shop crew completed in 1983 the overhaul of the 8063/7002 begun by the PRR in 1940. That's Erv White (right) with Mike Brenner on the running board. Glen Lefever fabricated the new pilot and applied the striping.

THREE PHOTOS KEN MURRY

have been made in 1949—although in Linn's opinion this seems unlikely, and he feels the independent system was never put back together after having been taken apart in 1940. Linn supplied the present independent brake handle, housing and system.

While rebuilding the brake system, Linn found also that the manual reverse, the "Johnson bar," couldn't be placed in either full forward or full reverse position; the floor boards had to be recut to permit proper operation. Since the present cab was installed in 1949, this gives added evidence that there was no intent to steam the engine to or at Chicago.

The Strasburg crew dealt further with more "teething troubles" in July, such as boiler slides that literally and tightly clamped the boiler to the frame. The sticking slides resulted, during fire-up, in a highly disconcerting sound like a rifle shot every few minutes, as the boiler expanded in 1/8" jumps in the

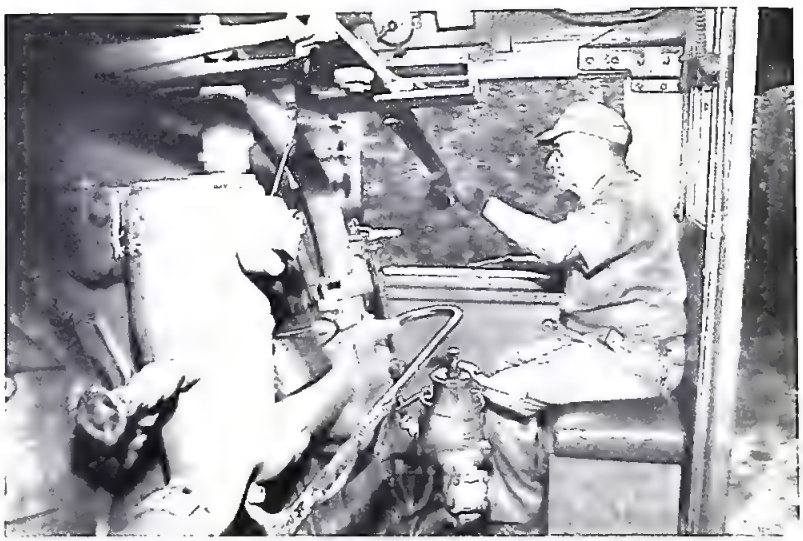
jammed slides! Linn and crew had to disassemble three of the slides, regrind and refit them. Finally, after painting and lettering by Glen Lefever, the E7 entered regular service on the Strasburg Rail Road on August 1, 1983. She is now the oldest American-built, former main line steam locomotive in scheduled service in this country.

And what of her place in history? There will never be any such exploits again like those of Jerry McCarthy. But perhaps a better indication of the wondrous design embodied in the high-stepping E2/E7 engines is this: On McCarthy's run, he covered the 131 miles between Crestline and Fort Wayne in 1 hour 54½ minutes, for an *average* of over 68 m.p.h. By comparison, the second fastest train on the route, the *Pennsylvania Limited*, Train 5, was scheduled for 2 hours 52 minutes from Crestline to Fort Wayne, with one brief stop at Lima. No historical reassessment can alter a basic fact of the 7002's early morning run—it was a fast trip.

The claim to fame of the early Pennsy Atlantics does not rest on overheated public relations claims of 80 years ago. The best claim for the all-time steam locomotive speed record is, in fact, that of Sir Nigel Gresley's A-4 Pacific *Mallard*, which pulled a dynamometer car to a 126-m.p.h. peak speed on a 0.5% downgrade, and to a 120-m.p.h. three-mile average, in 1938.

The fame of the early Pennsylvania Railroad Atlantics rests instead on what they represented in helping bring regularly-scheduled American railroad travel up to the standards of speed which subsequently prevailed for half a century—and which, except just recently in the Northeast Corridor, have not been exceeded on this continent. ⇐

THREE PHOTOS J.M. BOYD



FULFILLING HER DESTINY, the 7002 returned to the PRR main line under steam for the first time since being "retired" in 1939 on the June 8, 1985, doubleheader fantrip seen here (below) on Rockville Bridge. Running in 1984 on the Strasburg, engineer John Bowman demonstrates (left) "hooking up" the manual Johnson bar.

Friends of a museum in need

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED

THE MUSEUM YARD IN APRIL 1983 WITH TARPS PROTECTING PRR M1 6S AND K4

by William Rowland

One of my favorite cartoons shows a sophisticated stereo system violently ejecting a record from the turntable, smashing it to pieces against a wall. The beaming owner explains to an astonished guest: "It says, 'If it isn't Bach, to hell with it!' "

I thought of that punch line not long ago while trying to explain to my teenage daughter why I've spent nearly every summer and fall weekend for the past two years scraping rust from old locomotives at the Railroad Museum of Pennsylvania in Strasburg. "Do they run?" she asked.

"No," I said, "they're exhibits."

"Then why bother?" was her retort.

Why, indeed. Sometimes after sweating seven hours under a scorching summer sun at Strasburg, with nothing to show for it but sore fingers and an aching back, I ask myself the same question. But I still make the twice-a-week, hundred-mile round-trip from my home near Philadelphia to add my two cents to the volunteer work of the Friends of the Railroad Museum—the FRM—who are helping preserve and protect the priceless relics of railroading on display at that impressive facility.

Outsiders—my daughter among them—may well question our sanity as the mercury nudges the century mark, but that doesn't bother us in the least. We like what we are doing. What *does* bother me, for one, is hearing "why bother" from folks who should know better. That includes so-called rail buffs who pride themselves on their own personal collections of railroadiana, but who nevertheless turn up their snoots at locomotives standing cold and silent in museum collections. They echo the cartoon punch line: "If it doesn't run, to hell with it!"

The historian in me recoils at such sentiments. I shudder when I hear of a fine old home razed to make room for a suburban parking lot; of a deceased relative's cherished collection of letters, photographs, scrapbooks and mementos trashed by survivors too busy to cull out the gems; of beautifully handcrafted but obsolete equipment scrapped in favor of assembly-line plastic replacements. I readily plead guilty to the oft-voiced charge that I wallow in nostalgia. And my love for old locomotives is certainly not conditioned by whether they still run.

A cherished childhood memory of handsome, high-stepping K4 Pacifics heading long consists of Pennsy varnish by our house near Harrisburg led me, nearly 50 years later, to the Friends of the Railroad Museum. I eagerly joined the newly formed group in 1983, and today I take great pride in having helped refurbish one of only two K4s locomotives surviving from the great Pennsy fleet that once boasted 425 of these superb machines. So what if No. 3750 at Strasburg, now resplendent in her new coat of Brunswick green, doesn't run. At least she's still with us, thanks to the efforts of the Friends.

Of course, none of us in the FRM who donate our time and labor to the Railroad Museum of Pennsylvania are content with stopgap measures. If we had our "druthers," naturally we would prefer to see our cosmeticized collection professionally overhauled and highballing down main line tracks, crammed tourist consists in tow. But long before the FRM involvement, prolonged exposure had already inflicted severe damage. By 1982, considering our well-meaning but nonetheless limited capabilities and resources, we had no choice—it was either quick protective and cosmetic fixes or kiss 'em goodbye.

Our actions were also forced by other pressures. Through 1982, tourists and railfans alike who visited the museum and its close neighbor, the Strasburg Rail Road, shook their head sadly and complained aloud and in print about the evident decay that, with each passing season, worsened the outward appearance of the once-proud specimens behind the tall iron museum fence. Rusted metal and rotted wood marked a relentless progression toward ultimate destruction. Tattered tarps draped over boilers and cabs added to the ugliness of the scene. In stark contrast, the spit-and-polish Strasburg Rail Road locomotives across the way seemed to mock their unkempt museum counterparts. Nor was the dismal outdoor display made any more palatable by the near-

mint perfection of the museum's beautifully restored and well-protected indoor exhibits. A local newspaper characterized the train yard as Lancaster County's biggest junkyard and called for its removal. A prominent state legislator, citing more pressing needs in the Commonwealth's depressed economy, suggested the whole kaboodle be sold off as scrap.

By 1982, worried state officials, faced with the somewhat ironic situation of having, on the one hand, a recently erected multi-million dollar museum filled with well-preserved historic railroad relics, and on the other hand, an adjoining yard full of equally historic but gradually disintegrating locomotives and rolling stock, looked anxiously for solutions. Their dilemma was further complicated by manpower and funding allocations barely adequate to staff and maintain the indoor facility and certainly too meager to support much more outdoor activity than keeping the grass trimmed. No doubt about it—the museum needed help.

Help came, of course, from the Friends of the Railroad Museum; that is the focus of this tale. However, a brief look at the museum's beginning will help set the stage for the rescue operations that began in 1982.

A museum for Strasburg

In the waning years of the steam era, the Pennsylvania Railroad had the foresight to set aside significant examples of its most historic and characteristic motive power. The oldest specimens went into the roundhouse at Northumberland, Pa., while some of the biggest sat outside on the adjacent ready tracks. When the PRR died in 1968, this fabulous collection was up for grabs.

Responding to the pleas of concerned railfans who feared the Pennsy Collection might be scattered to the winds, the Pennsylvania Historical & Museum Commission in Harrisburg began the long and immensely complicated legal negotiations to acquire the entire assemblage. At the same time, the PHMC also initiated a statewide search for a suitable site for a new museum to house the collection once acquired. The selection of Strasburg, a tiny rural hamlet nestled among the rich fields of Lancaster County's Pennsylvania Dutch farm country, raised more than a few eyebrows. Strasburg, after all, is a good five miles from the nearest main line tracks. But the wisdom of the choice is obvious in hindsight. Strasburg was the home of the Strasburg Rail Road, an already well-established and successful tourist hauler. The live iron horses would be a perfect compliment to the museum's static displays.

So with an eye to the future, the PHMC picked the Borough of Strasburg. Along with choosing the site, the Commission went about choosing a director for the proposed museum. The decision was George M. Hart, one of the deans of railroad history in the state and famed for his steam operations in the 1960s on the Maryland & Pennsylvania. George proved himself tireless in helping plan the museum, caring for the precious equipment collection, and—over the years to follow—adding to it. Throughout, George stressed an important goal that applies today: Although the new museum was erected primarily as a home for the Pennsylvania Railroad Historic Collection, its overall theme and displays were to commemorate the historic importance of *all* railroads and railroading in the growth and development of the Commonwealth. Accordingly, when the beautiful, modern facility opened its doors to an admiring public in April 1975, it was dedicated as "The Railroad Museum of Pennsylvania" rather than "The Pennsylvania Railroad Museum"—a distinction that is well observed today.

Even though the bulk of the Pennsylvania Collection was transferred to the Strasburg site in 1969 in George Hart's celebrated "train of locomotives," full legal title to the collection did not revert to the Commonwealth until many years later. As soon as the new building was ready, those pieces already refurbished were moved inside its massive Hall of Locomotives and Rolling Stock. The rest of the collection remained outside on tracks extending across the museum yard to the junction with the Strasburg and on 17 short display spurs ringing a former-Reading turntable. While the legal negotiations to acquire the collection dragged on, the relentless deterioration that had begun long before their transfer to Strasburg slowly ravaged the outdoor displays. As long as the legal wrangle remained unsettled, there was little the state could do to repair damage or halt the incessant decay. By the time title was finally clear, in 1979, the elements—rain, snow, sub-freezing cold and burning summer sun—had wreaked incalculable damage to many of the prime items, placing them well beyond the means of the museum's small staff and limited resources to repair. A few volunteers, on an informal basis, pitched in to help with repair work. Notably, the Reading Company Historical Society took on the task of refurbishing Reading 1251, an 0-6-0T shop switcher. And one individual, an industrial engineer by the name of George Homer, took on the badly deteriorated PRR E6 460. But more outside help was badly needed.

The first significant step the Commission took in the summer of 1982 was to seek out some *professional* help. Dr. Larry Tise, recently appointed as the PHMC executive director, authorized a vigorous search for someone to bring expertise in three key areas: business management, museum operations and knowledge of the problems unique to full-size railroad equipment. Larry, who before coming to Harrisburg had helped in the creation of the Spencer Shops museum on the former property of the Southern Railway, knew very well that the facility at Strasburg was *not* "just another museum." Its problems were big-time. But so was its potential.

In late summer of 1982, Larry found a man who agreed to come. He was Bill Withuhn, then a Fellow at the Smithsonian and an historian of 20th-century steam locomotives (and well known to readers of both RAILFAN and *Trains*). But Bill was more: as a very successful short line railroad businessman, Bill brought the sought-for management sense. And as a veteran of several steam locomotive restoration/rebuilding projects, he brought the needed technical skill. He agreed to come on a four-days-a-week basis, so that he would have at least one day a week for Smithsonian studies, his short line responsibilities for Ontario Lines, and work for the American Coal Enterprises design project. It was soon apparent, though, that Bill's devotion to the cause of the Railroad Museum went far beyond his formal list of duties. From his arrival in mid-October, he quickly forged a close collaboration with George Hart and the rest of the museum staff. Many of those four-day weeks turned into five and six days, as he, George and museum technician Benjamin Kline tackled the long list of problems.

Friends in need

Enter the Friends of the Railroad Museum. Volunteer auxiliaries to support and assist public institutions are common; the Smithsonian's own "Associates" program is known around the country. Indeed, without such volunteer support, many state and local museums could not exist. In 1982, the Pennsylvania Historical & Museum Commissioners sponsored a convocation for potential volunteers where Larry Tise outlined the basic needs of all the state museums under PHMC jurisdiction. Among those who attended was Charles F. Gilbo—"Chuck" to most who

PENNSYLVANIA K4 "1737" and L1 520 were stored at Northumberland, Pa., in 1968, prior to going to Strasburg. The museum's first director (below) was George Hart.

know him—a congenial, articulate engineering consultant who is also very much a railfan. An active member of the NRHS Lancaster Chapter, Chuck Gilbo was most receptive to the needs of the Railroad Museum of Pennsylvania as spelled out by Dr. Tise. Later, working closely with George Hart and Bill Withuhn who armed him with a list of potential supporters, Chuck Gilbo rounded up 19 "founding fathers" who met in November 1982 to organize the Friends of the Railroad Museum. In January 1983, the FRM was officially incorporated in the Commonwealth of Pennsylvania, with Chuck Gilbo as its first president. Bill bought a huge cake, shaped like the Broad Street Station clock that would become the FRM logo, for the Friends' inaugural party. Although much arduous work remained to solidify the organization, including hammering out a complicated legal working agreement required by the state, the FRM was off and running.

In the meantime, Bill Withuhn laid much of the groundwork for subsequent activity with a massive, detailed report to Larry Tise on November 1, 1982. Bill led off his report by pointing out the great potential of the FRM. Then Bill dealt with the museum's potential in exhibits, marketing and special events to build good publicity and attract fresh support, fund raising, need for a gift shop, educational programs, acquisitions, publications and—the most important in his view—need for care and protection of the locomotives and cars left outdoors. "Of all museum priorities," wrote Bill, "this is the top priority."

Larry asked Bill to be the official intermediary in joining the new FRM, the museum staff and the Commission in a common effort, aimed first in the outside "yard" area where the deteriorated Pennsy M1, K4, E6 and many others slumbered. But Bill also pointed out, strongly, that no amount of cosmetics would help in the long run without some kind of permanent protection from the weather. "Adequate weather protection for exhibits" is essential, said Bill; without it, new preservation work would be for nothing. Larry asked his staff to explore what could be done.

Bill also sensed that the new effort at rejuvenating the museum needed a tangible symbol, something that would tell the world that the museum was off to a fresh start. From his experience at the

Smithsonian, where he
the resuscitation of the
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saw an obvious connec
steam the replica *John*
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Ben Kline stepped fo
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Jumping in to assist
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George," said Bill, who
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the *John Bull* disasser
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The museum st
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Ben, Brad and Ken
George Homer retur

Reading Company Historical Society tackled Nickel Plate Berkshire 757, even sprucing it up with an operating headlight and number boards. Before long, the progress was visible.

The FRM turned its full attention to its chartered purpose: "... to aid, benefit, and help the Railroad Museum of Pennsylvania ... through the carrying out of projects of preservation and restoration; acceptance of gifts; donations of time, money, and/or materials; conduct of projects to raise funds; and to engage in other activities for the benefit and general improvement of the Museum...."

The first general open membership meeting in June 1983 was attended by nearly 100 railfans who had learned of the Friends from printed announcements or by word of mouth. I was among those who gathered literally in the shadow of "Old Rivets," Pennsy's historic GG1 4800. Despite some initial misgivings—I had never before engaged in any formal railfan activity—I quickly found myself caught up in Chuck Gilbo's enthusiasm as he narrated the beginnings of the FRM and outlined the program of support activity proposed for the months ahead. Like a country preacher exhorting his congregation, he urged upon us the seriousness of the tasks at hand.

Leading the list was the train yard exhibits rescue operation. Here was my chance. The K4 was first in line for refurbishment by FRM volunteers. While I'm not exactly mechanically adept or inclined to manual labor (that's putting it mildly), I was certain there was something I could do to help. So when the meeting adjourned, I volunteered for the K4 project, and met the two men who would play the key roles in all the yard projects: Ben Kline, now the museum's chief of conservation and technical services, and George Homer, now FRM work projects coordinator. What a pair!

Ben and George are old friends from way back. Both are very strong, stubborn individuals who relish hard work. Both are impatient with entangling restrictions, regulations and red tape and the endless discussions and preoccupation with details that all too often seem intended to impede rather than facilitate progress. At times they clashed, inevitable between two hardnoses, but their eyeball-to-eyeball confrontations produced more laughs than rancor. They understand one another perfectly. United by a common love of railroading and a shared sense of urgency concerning the work needed in the museum yard, they were—and still are—an excellent team. (That they readily accepted my obviously inexperienced services is less a reflection on their good judgement than affirmation of the desperate need for help.)

THE PRR'S 1940 REPLICA *John Bull* made its first test run on the Strasburg on May 10, 1983. Its performance is identical to the Smithsonian's 1831 original.

Ben, as the museum's man-in-charge, would oversee and direct the entire prioritized slate of refurbishment projects. With his two summer helpers, Ken and Brad, he would also perform much of the actual labor. His task was complicated by the untimely retirement of George Hart, the museum's first director. Hart, the quintessential railfan and an inveterate collector of railroad memorabilia, had been an early proponent of the Railroad Museum. In 1983, he had reached eligibility for retirement, and more of his time was being devoted to his operations with ex-CPR 4-6-0 972, which he owns, as well as startup activities with the budding Stewartstown Railroad. Bill Withuhn agreed to administer the museum on an interim basis; he had, in fact, been doing a great deal of the administrative work for some time, organizing popular educational programs, pushing the museum-building expansion idea, pushing for more resources, planning exhibits, getting bills paid and assisting with special events. Ben agreed to continue the rehabilitation program in the yard that he had started, together with his many other curator chores, building-maintenance supervision, historical research and writing for publication—all in the height of a busy tourist season. Now he took on the supervision and coordination of an extensive program of work, to be performed by largely untrained volunteers.

Although his rugged outdoorsman appearance and his obvious proclivity for strenuous activity belie it, Ben is a scholarly rail historian of considerable repute. His specialties are Pennsylvania logging railroads and Heisler geared locomotives. He has published authoritative books and monographs on both. If cornered, he reveals a remarkable store of knowledge about a variety of subjects and a genuine talent for telling it. Once an engineer on the Strasburg Rail Road, Ben is happiest tooling down the museum tracks at the throttle of the *John Bull* replica. Decked out in bowler hat and swallow-tailed frock coat, he looks every bit the bearded Victorian engine driver, a role he assumes on special occasions at the museum.

The FRM's primary contribution to the refurbishment program would be volunteer labor on weekends by its members—all willing, but not all equally able. The skills on hand for any given work session ranged from the uncommonly capable to the barely adequate. And because it was *donated* labor, the FRM man-in-charge had to accept whatever help was available with little recourse but to grin and bear it. That would be George Homer's unenviable responsibility. It was a job that called for patience, tact, and above all, a good sense of humor. Fortunately, George has copious amounts of the latter.

Like Ben, George Homer is a working supervisor. Absolutely fearless, he never hesitates to take on the hardest tasks himself. During the two years we labored together in the museum yard, I can truthfully say I never saw anyone work harder. He set a blistering pace that put younger men to shame and left old guys like me panting in his wake. Now chief engineer for a Philadelphia-based metals firm, George grew up in Pennsy country near Pittsburgh and, like me, spent many happy hours trackside watching trains go by. For a time, he taught industrial arts in a small central-Pennsylvania high school. His unique blend of technical skill and in-

novativeness, his ability to teach "on the job" and coax good work from the least skilled of us who volunteered, and perhaps most of all, his fine sense of humor are assets of incalculable value. If ever there was a right man in the right place at the right time—and with the right stuff—it is the FRM's George Homer.

Ben Kline's basic plan, while simple, was carefully thought out. By 1983, almost all of the 40 locomotives and cars on display outdoors needed some degree of refurbishment—far more work than we could hope to accomplish in a single season. A few were in good enough shape to be left alone, while others needed only quick touchup, such as the yard's prime "eye-catcher," Pennsy's M1b Mountain No. 6755 parked on a display track parallel to the highway. The rest of the exhibits Ben listed in order of priority, factoring in such considerations as extent of damage and its repairability, the "visibility" of the exhibit from outside the fence, and the relative historic value.

Unfortunately, the museum has no overhaul and repair facilities for locomotives and cars. The Strasburg's excellent little shop across the way, while available for limited museum work on an emergency basis, has its hands full keeping its own rolling stock in tip-top running order during the long tourist season. So our basically amateur efforts were further handicapped by lack of adequate shop facilities and specialized tools. The best we could do under the circumstances was scrape, patch and paint by hand.

While each project differed in detail, all involved essentially the same basic procedures. Our work on the K4 as described herein was mirrored throughout the museum yard by Ben's team and other FRM groups. Using mostly simple hand tools and a few pieces of power equipment (such as grinders and sanders), we first stripped off years of accumulated road dirt, scale and rust from metal parts. We installed sheetmetal patches with pop rivets over smaller holes and gashes and replaced large sections of metal too far gone to patch. We used body putty and fiberglass to fill in and smooth over dents, and we applied sealant on all seams to keep out moisture. We replaced all wooden parts such as window frames, doors and steps. Once cleaned, we primed the entire structure with rust-inhibiting epoxys and then spray painted, using the museum's heavy-duty compressor, with brush touchup as needed. We lettered and numbered by simply gluing paper templates over a swash of the appropriate color, spraying on the basic body color, and then stripping off the templates. There were, of course, problems that called for innovative approaches, some of which no doubt outraged the purists. But by one means or another, we got the job done with no irreparable damage to vital parts.

SOME OF THE PEOPLE responsible for the success of the volunteer program include Bill Withuhn (left), who encouraged their early efforts, George Homer (center), a supervisor of FRM activities, and Ben Kline (right) of the museum staff.

Caring for a K4

My "pet," of course, was the K4—an old childhood friend now fallen on hard times. I became very possessive of the lady. My intent at the beginning had been to donate, at most, three days a month to the museum. But once involved, I was hooked—I wanted in on everything done to her. Consequently, I was with her every weekend but one from late June to early November.

In addition to George and myself, one other "regular" was on hand for most of the K4 project, Earl Kinard. A shy, somewhat taciturn but pleasant young man, Earl is a cop in nearby Columbia. He is also a member of the NRHS Lancaster Chapter and for a time, ably edited its monthly newsletter. He takes his railfanning very seriously—a valuable asset that earned him election to the FRM board of directors in 1984. Except for occasional help from other volunteers who came along from time to time, George, Earl and I were pretty much the entire K4 team.

My assignment was to clean everything on the K4 below the runningboards. That included the main frame, the six huge 80-inch drivers, pilot and trailing trucks, firebox base and ash pan, pilot and cylinders, and all the plumbing and running gear. According to George, it was a job that any idiot could do. But stepping in close to begin, puny scraper in hand, I was nearly floored by the overwhelming enormity of that engine. I don't think anyone can really appreciate the sheer size and complexity of a steam locomotive until he has worked on one. I'd spend hours hacking away at grime over what seemed like a fairly large area. But stepping back to view my progress, I'd see, to my great discouragement, that the "fairly large area" was but a fraction of the whole. Starting in the trailing truck area in June and alternating from side to side alone, it took me until mid-August to reach my goal, the pilot coupler, some fifty feet forward.

As I scraped and scrubbed down below, squirming and stretching to reach barely accessible areas behind wheels and running gear, George and Earl, like a couple of cats, scrambled nimbly all over the topside, cleaning and patching the K4's pock-marked jacket and domes. Occasionally I joined them to help install patches, and I spent two days sealing the topside seams, but

most of my labors were on the ground. Bob Parks, the FRM's talented treasurer, took time out from his numbers to help George fabricate and install long L-shaped patch strips along the cab roof hatch guide rails where the metal underneath had rusted through. They also patched the roof itself, which was riddled with holes like a slab of Swiss cheese. That done, I could tackle the cab cleanup when I finally finished the underparts.

The K4 cab was a littered mess. The sieve-like roof had let in rain and snow, which over the years had rusted away much of the backhead sheath, exposing the lagging underneath. The resulting debris plus at least ten generations of bird droppings, feathers and nest fragments covered the floor to a depth of several inches. Donning face mask, and using a king-sized industrial vacuum that I dragged from the museum and manhandled up the steep steps, I removed the litter and then resumed my scraping and cleaning chores on the backhead with its maze of plumbing, gauges, handles and levers—all seemingly designed to impede such efforts. I also fulfilled a childhood dream. During breaks, I'd perch on the engineer's seat and lean far out the cab window, peering intently ahead like my begoggled and bandannaed heroes of the 1930s as they eased their Tuscan red consists off Rockville Bridge for the final glide into Harrisburg station just down the tracks. A 55-year old kid!

Among the high spots of our refurbishment project were the cameo contributions of Charlie Pellegrino. A skilled model craftsman for Grumman Aircraft, Charlie is also an avid railfan and drove all the way from Long Island to attend the June FRM meeting. During our post-meeting tour of the train yard, George pointed out the badly rotted wooden window and door frames on most of the locomotives. Charlie, a somewhat soft-spoken man, casually mentioned that he'd take care of that, and we went on with our tour. Several weeks later, he joined us in the yard, ruler in hand, and took measurements all over the K4 cab. Then he disappeared into the museum's basement workshop. He reappeared next day with six beautifully constructed cab windows and a pair of running board doors, all complete with hardware and glass installed. They fit perfectly. Charlie could spare us only a few weekends over the summer and fall of both 1983 and 1984, but every time he came, he produced finely crafted sets of windows and doors for our needy locomotives.

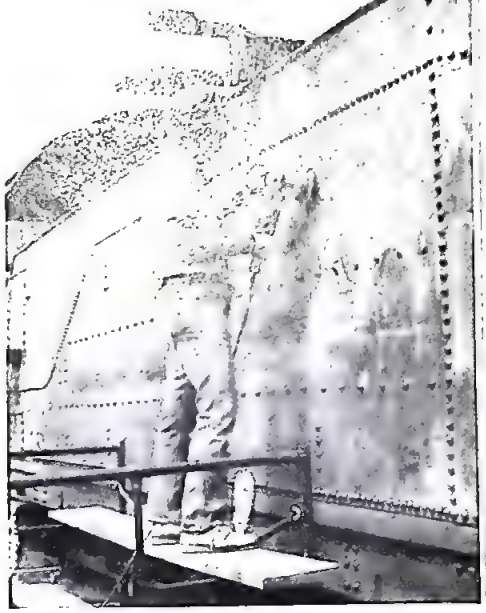
In late summer of 1983, we were joined by several new recruits. Dave Ackerman, like me an office worker during weekdays, arrived in time to help me remove from the K4's tender a large, unsightly bulge of improperly applied old paint that marred an otherwise remarkably well-preserved structure. Harry Bloom, enlisted by George during a business meeting at his plant, helped repaint the tender deck and coal bunker. Also skilled in woodworking, Harry continued Charlie's window and door replacement work and, later, led the FRM museum darkroom construction project.

As much as we welcomed the newcomers, we also learned that at least one of us "regulars" had to be on hand every weekend throughout the entire project to maintain the continuity of effort. Otherwise, the thing surely would have deteriorated into a "Tower of Babel" affair, with one weekend crew not knowing where the previous crew had left off. And of course, it almost goes without saying that George Homer's continuing leadership was the real key to our ultimate success. The Friends could not have done it without him—period.

Then came a blow. Bill Withuhn, who many had hoped would succeed George Hart, took a prestigious job at the Smithsonian, as a department administrator and head of the transportation research division. Bill broke the news to the staff, with genuine, sad emotion: he would be leaving August 1st. Ben, in particular, was distressed. Just as we were on a roll! Museum paid attendance was up over 15% on the year. Many had not appreciated the hours of work (many unpaid) that Bill had quietly put in.

Bill assured everyone that he would work hard to insure a smooth transition, to help find a new director, and in general to follow through with many of the efforts he initiated, such as the 4-4-2 7002 lease (see page 36), Ben's promotion, and continued good relations with the people at the Strasburg Rail Road. As time has proven, he was true to his word. So we buckled down for the long haul. Ben bore nearly all the administrative burden during this time.

By the end of August, our K4 was ready for her final coat of Pennsy Brunswick green—nine parts black and one barely-discernible part green. George, dressed in an improvised protective costume that made him look like a cross between the Elephant Man and a Halloween prankster, carefully sprayed the entire locomotive over a two-day period that saw thermometers



hit 100°. The heat inside his suffocating covering nearly killed him—the only time I ever saw him at the edge of his limits. But when he finished, our grand old lady looked absolutely beautiful.

From the time we began working on the K4, we debated what to do about her road number. When we started back in June, she bore the number 1737. Most Pennsy fans know 1737 as the number assigned to the very first K4, built in 1914. However, the museum's K4 is not that engine; the original K4 long ago succumbed to the scrapper's torch. Our 1737 was a ringer. The Pennsy, understandably, wanted its first K4 for the Historic Collection, but was embarrassed to discover that she was beyond saving. What happened next, in hindsight, is ludicrous. Pennsy simply selected the 3750, one of the few remaining K4's then still in service on the New York & Long Branch, renumbered her 1737 and packed her off to Northumberland. The clumsy counterfeit didn't fool any railfan; for the rest, it hardly mattered. I was glad to see that when Ben and his crew relettered all the newly-painted locomotives in September, they gave the K4 her own number back. On October 22, 1983, with no fanfare except my own loud insistence that there *ought* to be one, I helped George and Earl bolt to her smokebox door a new gold-trimmed red keystone, donated by the Philadelphia Chapter NRHS, bearing the number 3750.

Continuing progress

In late 1983, Robert Emerson was appointed as the museum's new director. A superb choice, Bob Emerson came to Strasburg from Altoona, where he had

TWO PHOTOS WILLIAM ROWLAND

LOTS OF HARD, DIRTY WORK is required to make a museum exhibit out of a derelict locomotive. Author Rowland (left) spent many long, hot hours scraping paint and scale off 4-4-2 460 to prepare it for sheet-metal repair and a coat of paint.

presided over the Railroaders Memorial Museum. He very quickly made his energetic presence felt, and early on voiced his whole-hearted acceptance of FRM help.

Meanwhile, Bob Sprout of the FRM took on the task of organizing the literally tons of archival material—books, magazines, journals, company files, photographs, blueprints, timetables, catalogs and the like. Working in relative seclusion, he and Bob Lawrence—along with other volunteers—began shelving, filing and cataloging the material for future access. They admitted that their biggest problem was resisting the temptation to stop and savor each and every gem they uncovered.

In June 1984, meeting once again in the aisle next to GG1 4800, the Friends elected Bob Sprout their second president. Emerging from his library "cell" to take over the reins from Chuck Gilbo (now president emeritus), Bob, a friendly, outgoing retired salesman for DuPont, has since proven to be a cohesive force within the organization. He has brought together its diverse elements that include "beavers, bookworms and bell-ringers."

Now an "old hand" at yard work, I eagerly greeted my K4 teammates from 1983, George and Earl. With Ben in the lead, we again toured the yard to look over our next projects. Ben, delighted to be free of administrative duties now that Bob Emerson was on hand, was as anxious as we were to take up where we left off last fall. Continuing his overall plan of refurbishment, Ben delegated the E6 Atlantic to George and the FRM, while he and his new summer crew, augmented by FRM helpers, would complete patching and painting the E7 diesel and then focus on the yard's major "basket case," the paired DD1 electrics. Those badly rusted relics would be hard pressed to survive another season of exposure in their present deteriorated condition.

Strolling by "my" K4, I gave the grand lady an affectionate pat on her pilot, noting with irritation that her bell cradle was still empty—an eyesore against the bright blue backdrop of a perfect June sky. George, also straining at the bit to get at his "pet," the E6, fairly bubbled over with enthusiasm as he pointed out the areas needing work and narrated his plan of attack. Tomorrow, we all agreed, we'd begin bright and early. But it was not to be—not that "tomorrow" and not a lot of other "tomorrows" until mid-July. For unlike the dreadfully dry summer of 1983, the summer of 1984, to the great delight of local farmers, was marked by unseasonal rain in the early weeks that baptized the landscape.

The farmers' boon was our bane. As one wet weekend followed another in dreary succession, we groused and sulked and busied ourselves with indoor work. My early training in history lured me to the library where I helped Bob and his team sort through the archives—a job better suited to my background and experience. George and Earl helped Harry Bloom install a darkroom in the basement, where we could copy photographs from the museum's vast collection for sale to rail enthusiasts as an FRM fund-raising activity. Chuck Gilbo tuned up the power equipment in the woodshop, and we all helped prime and paint window frames that Harry and Charlie had made for the yard exhibits. It was all useful activity, but we still kept one eye on the weather. Whenever the sun came out, we bolted outside like kids freed from school.

Join the Friends

The Friends of the Railroad Musuem welcome your support. Memberships are available beginning at $15 per year.

They have undertaken the task of raising $600,000, which will be matched by a state grant, to finance the construction of a large display building.

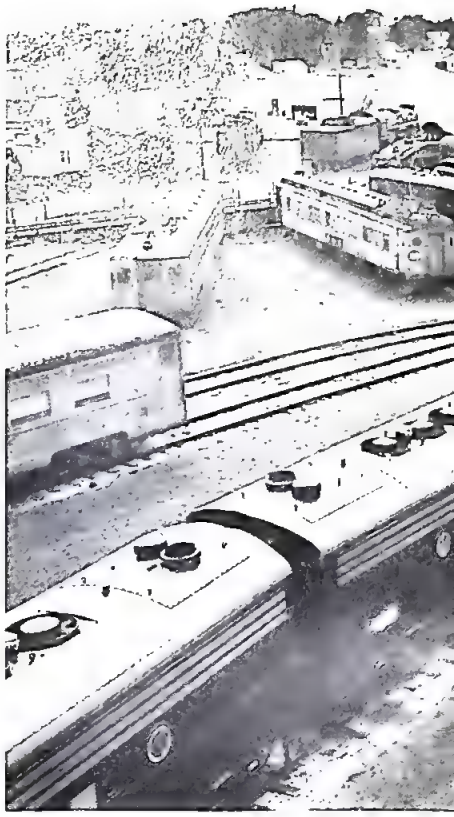
Contact: Friends of the Railroad Museum, P.O. Box 125, Strasburg, PA 17579.

The "Lindbergh" 4-4-2

Unlike the K4 when we started in '83, the E6 Atlantic was in relatively good condition. George and Earl had already effected considerable repairs and cleanup the previous fall, and it didn't take them long to complete work on the locomotive once the fair weather returned. But the E6 tender was another story. Long jagged gashes ran along the tank on both sides, and the rusted metal was also riddled with holes, some quite large. Sheetmetal patches simply would not do. When we closed shop in 1983, George urged us to look around for someone who could weld. We found a willing welder in the kind of chance encounter that often makes the difference between success and failure in volunteer work.

In November 1983, I attended a luncheon at General Electric for a group of us who had spent long hours preparing a successful proposal for a research contract. Among the management representatives seated at my table was Jim Canfield, a man I knew slightly as our manager of quality control. Someone else at the table who knew of my involvement with the museum asked how things were going. Jim Canfield was all ears as I narrated our summer accomplishments and was all questions when I finally ran down. He, too, had spent happy childhood hours trackside in Stroudsburg watching Lackawanna action at the foot of the Poconos. He never lost his love for steam railroading. When I mentioned that the E6 project was in dire need of a welder, Jim eagerly volunteered—welding is one of his hobbies! Within a week, we were back in the yard with Ben, strolling among the silent locomotives now

WILLIAM ROWLAND



LOOKING OVER PLANS for the museum expansion are FRM's Bob Sprout (left) and museum Director Bob Emerson. The view of the yard (right) shows most of the outdoor displays. Among the author's favorite projects (bottom) are the K4 and E6.

dusted with a faint covering of the season's first snow. Ben pointed out the ugly gashes on the E6 tender and a host of other places on locomotives and cars that could use welding. With the coming of spring, Jim, like the rest of us, could scarcely wait to begin. But wait we did. Electric welding is not a recommended procedure in rain or drizzle.

Earlier in the spring, George had cut pieces of heavy steel plate carefully sized to fit side by side in the long gashes and in the larger holes. When the rain finally let up, everything was ready for welding. Jim did one "hell-uva" job. I worked with him most weekends, bucking the heavy plates from inside the tender while he tacked each one in place like pieces in a jigsaw puzzle. Then he patiently welded the perimeter of each patch until all the gashes and holes were filled—a slow, tedious task made all the more difficult by the poor conductivity of the badly rusted base metal. A blazing sun and skyrocketing humidity didn't help either. Poor Jim sweated buckets inside his coveralls, heavy protective apron and stifling welder's hood, but he persevered until mid-August when the last piece was firmly secured in place. George followed, grinding off the rough edges of the welds and filling in the patched areas with fiberglass and body putty to attain a uniform smooth surface. After we painted the tender, it was almost impossible to discern where the holes and gashes had been. Like Charlie Pelligrino in 1983, Jim Canfield made an invaluable contribution to the FRM refurbishment work; his remarkable welding helped turn a piece of junk into a showpiece.

Atlantic 460 is well-known to railfans as the engine that beat the airplanes in 1927 by delivering to New York theaters the first newsreel films of Charles Lindbergh's triumphant welcome back to Washington following his trans-Atlantic solo flight. While other news services flew their unprocessed film to New York, the 460 raced up the corridor at 100 m.p.h. with a B60b baggage car in tow with a crew inside feverishly processing the film that would be rushed to the Gotham theaters immediately upon arrival.

The 460 ended her active career working out of Philadelphia on runs to Atlantic City and Cape May, N.J. This is one genuinely famous engine.

Opening the yard

All through the 1983 tourist season and early in the summer of 1984, we were constantly besieged with pleas from folks outside the iron fence for admittance to the yard. In July, the PHMC agreed to lift its ban on public access to the yard on a trial basis, provided the FRM assume responsibility for visitor safety and protection of the exhibits. As an incentive, we were permitted to collect donations for future FRM projects at the door. With Patti Bowers and Walt Burling controlling access and Tom Shay leading the FRM yard patrol under Earl's supervision as a trained law-enforcement officer, the venture quickly proved a huge success. Consequently, the PHMC also gave us permission to open and operate the museum itself on Mondays, when normally it would be closed, and to add the admission fees to the FRM projects fund. Thanks to Patti Bowers and her staff of faithful volunteers, the Monday openings during the height of the tourist season were a real bonanza.

By far the most popular 1984 FRM fund-raising innovation was the *John Bull* replica and its 19th-Century Cumberland Valley wooden coach operating as a museum yard tourist special on selected days during the season. Departing the museum every fifteen minutes on those occasions, Ben drove the little steamer and its happy passengers down the track, out through the gate to the Strasburg junction, back in again to the far end of the yard behind the museum, and then returning the same way. The brief steam excursions afforded a fine panorama of all the yard exhibits and helped advertise the on-going work of the FRM, as we paused in our labors to wave them on by. Opening the yard led to more people seeing the work—and more people volunteering to help.

The museum today

1984 was a year of significant progress, with virtually every piece of equipment in the yard given some attention toward preservation, and some pieces, like the DD1s, undergoing amazing transformation from derelicts to worthwhile exhibits. We even got the bell onto the K4. Now we could go home.

Both the Pennsylvania Historical & Museum Commission and the Friends of the Railroad Museum acutely recognize that something more than stopgap volunteer measures are essential to the museum's future. The yard visitations and *John Bull* excursions—all very popular and all sources of monetary donations for on-going projects—are tantalizingly indicative of the success that concerted, imaginative volunteer effort can achieve. Accordingly, the PHMC and the FRM have now agreed to undertake an immensely challenging and difficult project.

When the museum was first erected, funding limitations precluded the construction of a facility adequate to house the entire Pennsylvania Railroad Historical Collection and other locomotives and rolling stock that would be acquired over the years. However, the museum planners purchased enough ground to permit additions to the museum structure if monies became available. By merely removing the east wall of the existing building, the main exhibition hall can be extended to double its present length.

The PHMC challenge to the FRM is simply stated but fraught with implication: if the FRM can raise $600,000, the Commonwealth of Pennsylvania has authorized $600,000 in matching funds to erect an addition to the museum. This will be no nickel & dime effort. Train rides, yard tours and art exhibits alone won't do it; neither will book, brochure, T-shirt and photo sales. The enormous challenge that the PHMC laid in Bob Sprout's lap makes his archive cataloguing project look like a Sunday School picnic. But Bob, who recognizes perhaps as few others the historic treasures that lie exposed at Strasburg, has enthusiastically agreed to lead the FRM response to the PHMC matching fund. Both W. Graham Claytor of Amtrak and his brother Robert B. Claytor, chairman of Norfolk Southern, have agreed to serve on the fund-raising board. Bill Withuhn is looking for various kinds of help from railway labor executives, and Bob Emerson is coordinating the complete effort, with wonderful organizational style.

The campaign to raise the needed funds is already underway. In ensuing months, word of the project will be circulated throughout the entire railfan community as well as among the nation's industries that can trace their roots to the railroads that served them well. With support—big support—from corporations and the private sector, and with smaller contributions from individual railfans and rail organizations all over the country, the FRM will prove that they are, indeed, Friends of a museum in need.

"Why bother?"

That haunting question still echoes among the unknowing. When asked why I keep going back to the yard, I'm tempted to quote explorer George Mallory who was asked by a reporter why he kept trying to climb Mt. Everest—a venture that ultimately killed him.

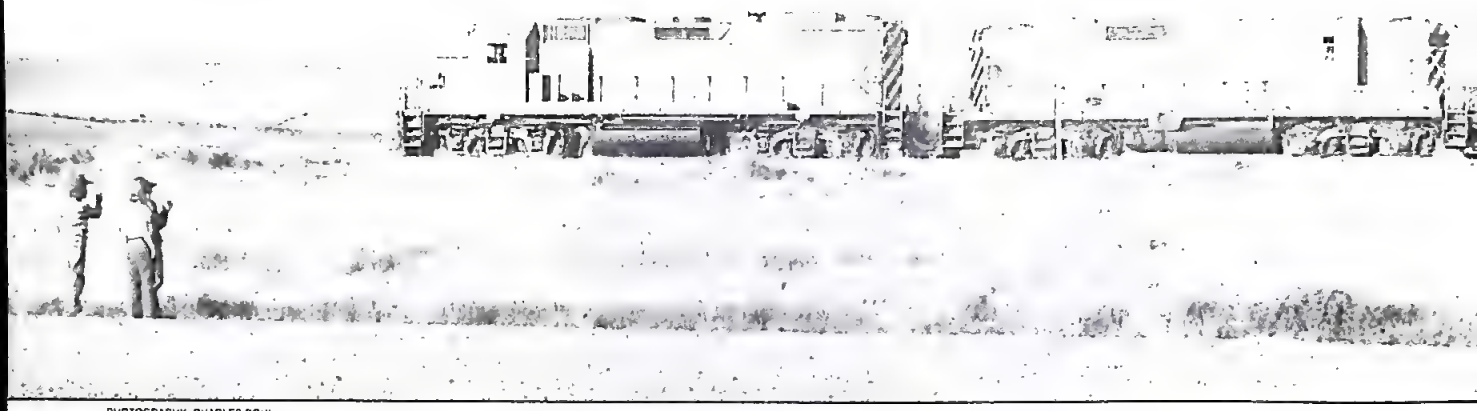
"Because it's there," was his flip, almost smart-ass reply. Not bad, but not quite enough.

I found the answer in the words of a total stranger I overheard telling a friend about a recent visit to the museum after a hiatus of some years. "I couldn't believe it," he raved. "Those old engines are *still* there!"

They sure are.

WALT LANKENAU

Where the SD40-2s don't roam



PHOTOGRAPHY CHARLES BOHI

Finding four-motor power on CP Rail's prairie branches.

by Charles Bohi and Les Kozma

With more than 540 SD40s and SD40-2s on its roster of just over 1200 units, it would be easy to conclude that these 3000-h.p. C-C units are all that are found on Canadian Pacific lines in western Canada. In fact, on more than 3000 miles of CP branch lines in Manitoba, Saskatchewan and Alberta, nary a three-axle truck is to be seen. And on some, the burble of Montreal/Alco units can still be heard.

Assiniboia

One of the best places to chase B-B power is around Assiniboia, (a-sin-ni-BOY-a), a Canadian Pacific division point 60 miles south of Moose Jaw, Saskatchewan. In 1984 the most common combination was a 3750-h.p. lash-up of GP38-2 trailing a GP9. After observing the experiences of U.S. roads with GP38s, in 1970-71 CPR purchased 21 GP38ACs (3000-3020) for use on prairie branch lines. However, recurrent power shortages kept them on the main lines, and until 20 more GP38-2s (3021-3040) arrived on the property in 1983, GP9s remained the dominant power on the branches. Indeed, as recently as 1982, Assiniboia was a GP9 stronghold.

Headquarters for trains operating frequently over three branch lines (and occasionally over a fourth), Assiniboia is the gathering point for grain loaded at elevators in much of southwest Saskatchewan. While SD40s and SD40-2s do bring empty grain cars from Moose Jaw to Assiniboia and forward the loads back over the Expanse Subdivision, weight restrictions limit all the other lines served from Assiniboia to only two units of B-B power. In July, when the grain traffic is especially heavy, a good variety of daily action is usually available.

The most active line is the 118 mile branch linking Assiniboia with Shaunavon, a division point in southwest Saskatchewan. Once envisioned as an important secondary main, today this Shaunavon Subdivison handles primarily grain. While the schedule varies, a "turn" to Shaunavon is generally run every day when the wheat is moving. It is usually the westbound train that runs in daylight.

With a 30-m.p.h. speed limit and an excellent parallel road, chasing is easy. While relatively level on the east end, between Cadillac (Mile 82.7) and Admiral (Mile 96.2), some hilly ground leads to interesting twists and turns in the line. However, the most interesting photo locations are an overhead bridge west of Scotsguard (Mile 103.1) and a trestle about two miles further down the highway.

Assiniboia is also headquarters for crews operating two less important branch lines. One of these is the Fife Lake Subdivision between Assiniboia and Coronach. Built in the 1920s, this 62.3-mile branch once extended 20 miles further to Big Beaver. Though mostly a grain-gathering branch, a large coal-fired power station, located at the site of a large strip mine at Coronach, receives tank cars and also has two EMD SW1001 switchers on the property. (While our chase did not permit time to check on the accessibility of these units, public tours of the power station are available, and it would be our guess that, properly requested, photos of these units could probably be arranged.)

When grain shipments are heavy, a round trip is usually made to Coronach every other day. When needed, the Coronach train makes a side trip down the 24.6-mile Colony Subdivision from Rock Glen to Killdeer. With so little traffic that the line may be abandoned, the side trips to Killdeer are rare indeed. Even without the Colony Subdivision run, the rolling country of southern Saskatchewan makes a chase along the Fife Lake Sub a good one.

In the summer, when the Coronach turn is not running, the Wood Mountain Subdivision is. Running from near Maxstone (eleven miles south of Assiniboia on the Fife Lake Sub) to Mankota, this 64.6 mile line was also built in the 1920s. The Wood Mountain Sub has an up-and-down profile that slows trains to a crawl and offers opportunities for photos on high fills and curves. The most interesting of the fills is near the height of land between Wood Mountain (Mile 28.0) and Fir Mountain (Mile 36.5). On a rural road that is probably impassible in poor weather, we call this location "Jogger's Fill," a designation that will become obvious to all who follow.

Besides the scenery, the Wood Mountain Sub offers operations that are becoming rare in North America. Because of weight restrictions, not a hopper is to be seen at the elevators along the line. Even more unique, beginning in late September or early October and continuing for a month to six weeks, feeder

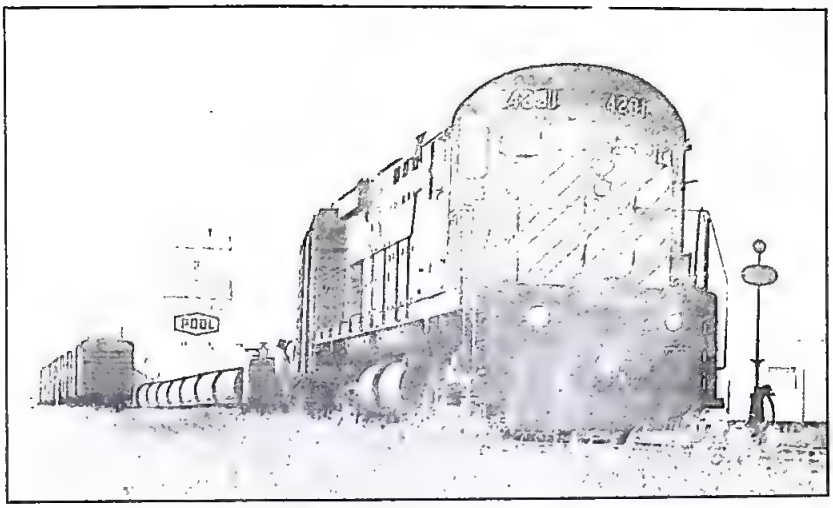
cattle are still loaded at the stock pens at Wood Mountain for shipment to central Canada. Often shipped on Fridays, most of these animals are headed for Toronto area feedlots. F w other places in the U.S. or Canada st ll offer the chance to see this once important part of rural railroading.

Outlook

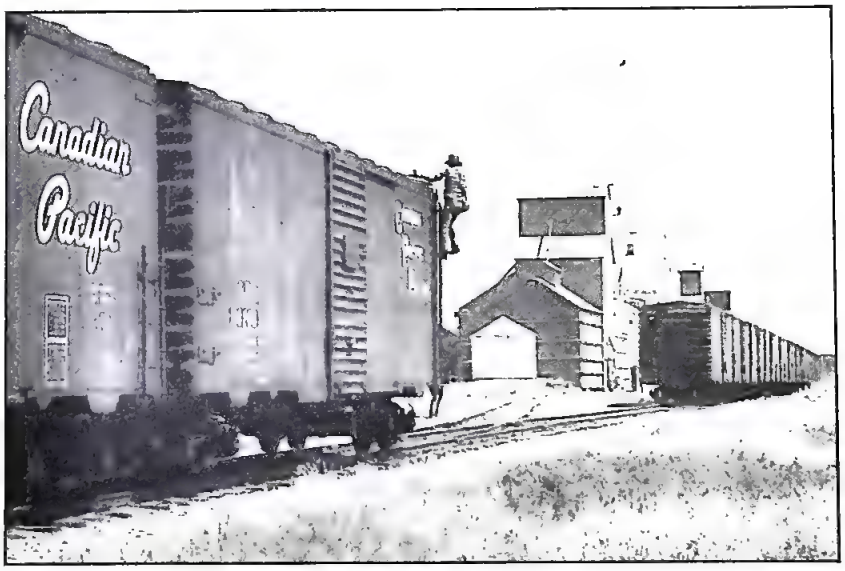
Less modern and more unique B-B power was found at Outlook, Sask., a division point 120.4 miles north of Moose Jaw on the line to Macklin. As with Assiniboia, SD's could run from Moose Jaw to Outlook, however, a mile west of the station is a massive bridge over the South Saskatchewan River which has severe weight restrictions. In the 1950s, long-time CPR employees recalled that these restrictions made Outlook one of the last strongholds for steam in the prairie provinces. Today, the bridge limits trains to a single B-B unit, and, as luck would have it, the unit serving the line west of Outlook when we arrived was an MLW C424. Rebuilt from first generation MLW trade-ins, CPR acquired 51 of these 2400-h.p. units (4200-4250) between 1963 and 1966. All of the 50 that remain today are scheduled to be rebuilt during the 1980s for continued use as road switchers.

Formerly the headquarters for trains operating over two branch lines that have since been abandoned, Outlook today is the originating point for grain gathering runs on the Kerrobert Subdivision. A part of what used to be an important secondary main line linking Moose Jaw with the Winnipeg-Edmonton line at Macklin, the 102.1-mile Kerrobert Sub now handles mostly grain. Though the whole branch is not operated daily, on most weekdays during the summer a turn is run at least as far as Rosetown (Mile 43.7).

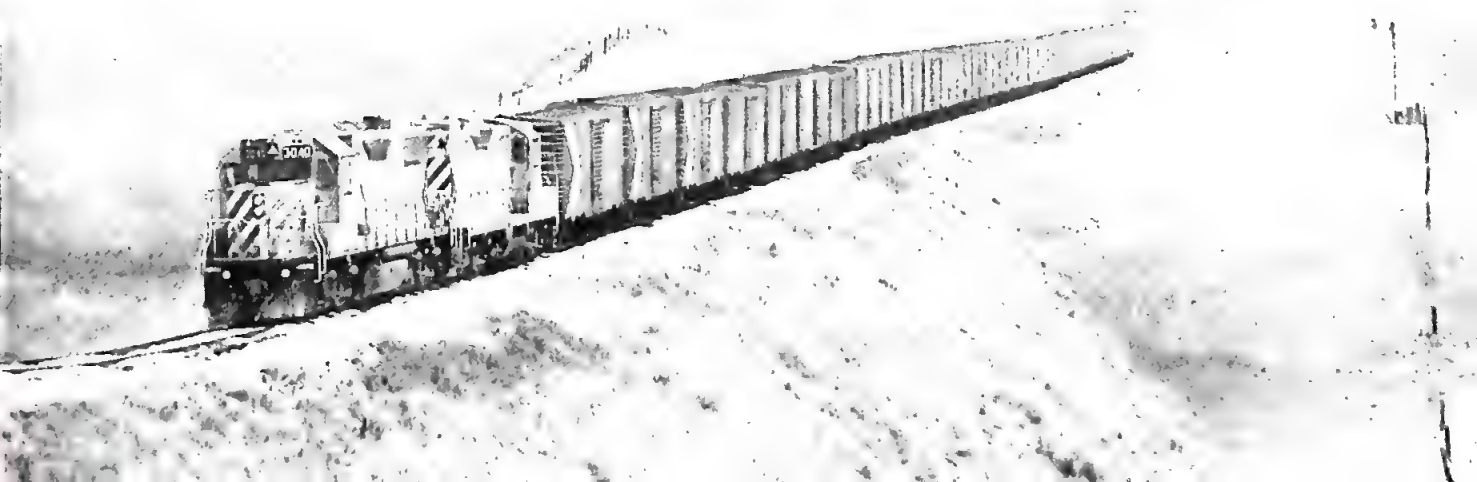
Usually leaving in mid-morning, this run peddles empties to grain elevators as it goes west, and on the return trip it picks up the loads. Because of the

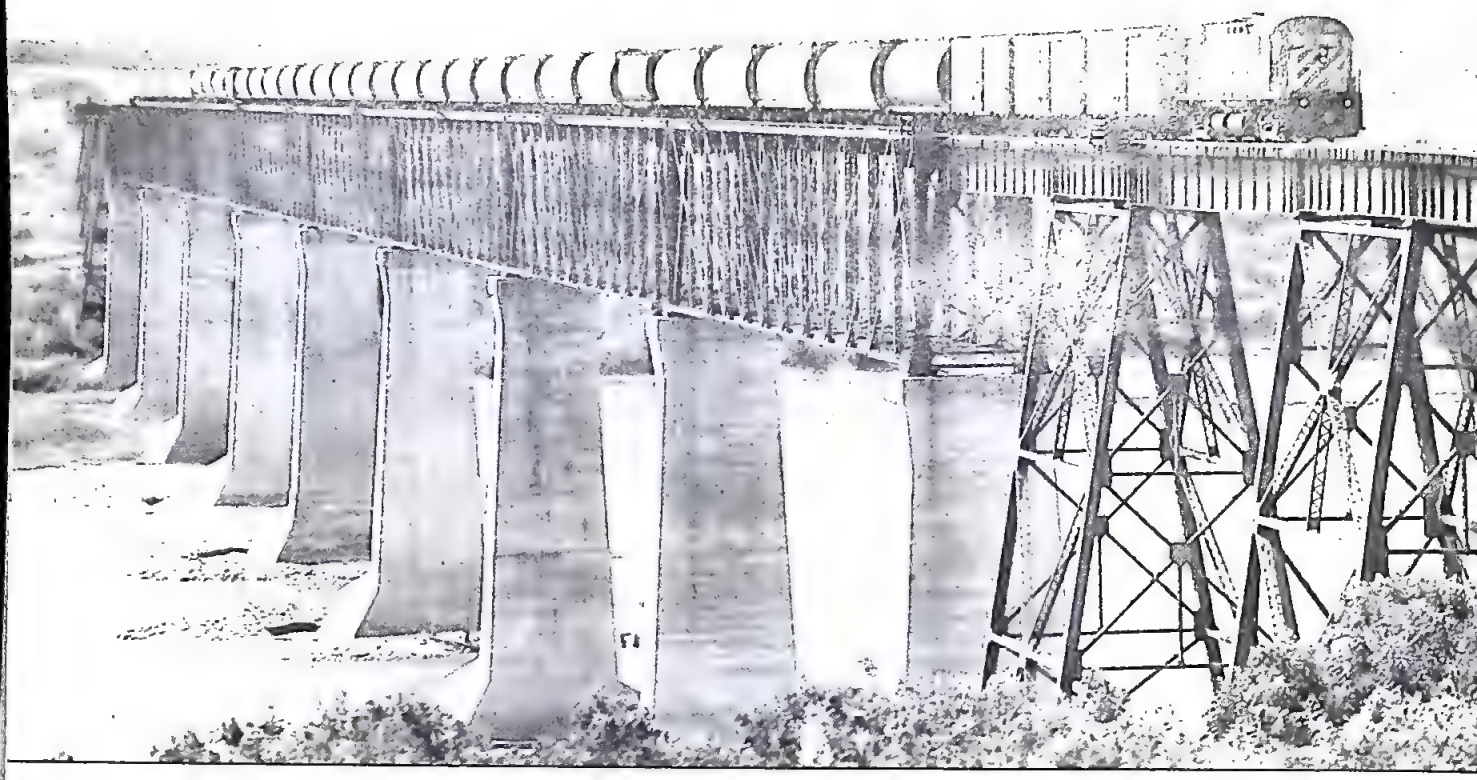


PREPARING FOR the bridge weight restriction ahead, C424 4231 puts three boxcars between the unit and loaded grain hoppers at Milden, Sask., on the Kerrobert Sub.



LOOK AT THOSE BOXCARS! Weight restrictions still dictate the use of traditional 40-footers in many places, such as here at McCord, Sask. A GP38-2 and GP9 work the Wood Mountain Sub at "Jogger's Fill" (below) and Flintoft (top left), Sask.





SOUTH SASKATCHEWAN RIVER BRIDGE at Outlook restricts the Kerrobert Sub to single-unit operation. That's the 4231 on July 13, 1984. A pair of RS23s (below) were at Lanigan, Sask., on July 19, 1984, preparing for a run to Prince Albert.

single-unit limit on power, eastbound trains seldom exceed 35 cars and must have at least three boxcars weighing no more than 177,000 pounds between the engine and the rest of the train.

The photographic highlight of the Kerrobert Sub is, not surprisingly, the South Saskatchewan River Bridge. A 10-m.p.h. speed limit and easy access at both ends guarantees plenty of chances for photos. Though a telephoto would be helpful, it is not an absolute necessity.

While seeing MLW smoke over the prairies west of Outlook was enjoyable, because other B-B power is often assigned, it was largely a matter of luck. However, MLW fans can be assured of finding RS23s operating out of Lanigan, Sask., on the Prince Albert Subdivision. Completed in 1930, trains on the line run over nearly 20 miles of CN track on the north end. This joint trackage, along with similar trackage rights on other CN subdivisions in northern Saskatchewan, caused weight restrictions that prolonged the life of steam in the prairie region.

The purchase of six standard lightweight RS23s, a unit sold only in Canada, in 1959, allowed the final elimination of steam from CPR lines in Saskatchewan. Weighing in at only 181,000 pounds, these units (8013-8018) were light enough to run on trackage the CN had restricted to its own GMD1s (May 1984 R&R). In addition to the six slimmed-down RS23s, in 1959/60 CPR purchased 28 heavier versions (233,000 to 235,000 lbs.) for use on branch lines elsewhere in Canada. Today, however, some of these heavy RS23s (8019-8046) are also used in western Canada. By the end of the decade plans call for the six light units to be rebuilt for continued service on the joint trackage in Saskatchewan, while the other 28 RS23s are to be modified for yard service.

Often having as many as four RS23s, the Prince Albert job usually gets out of Lanigan, an important junction point on the CP's Winnipeg-Edmonton main line, about noon, daily except Sunday.

Depending on the work assigning them at Prince Albert, it is sometimes possible to get a return chase of these units during the long daylight hours of summer. While not as scenic as some prairie lines, the presence of MLW power more than compensates for any shortcomings.

Other lines where RS23s can usually be found include the Meadow Lake Subdivision between Prince Albert and Meadow Lake, and the White Fox Subdivision between Prince Albert and Nipawin. Sometimes RS23s laying over at Lanigan will be used on the Melfort Subdivision as well.

High-nose Geeps

Though the MLW units are unusual, surprisingly, the most endangered type of locomotive still in road service in the Prairie West is the once-ubiquitious GP9. Once rostering more than 200 of these units, CPR liked the GP9 so much that the 73 they ordered in 1957 were the largest order for a single unit ever made by the company until 1980/81 when 75 SD40-2s were purchased. However, 64 of the 199 GP9s that remain have already been rebuilt with chopped noses and other modifications that give them a somewhat different appearance from when built. The rest are to follow in due course. After being rebuilt, all but five are to be reassigned to yard and transfer service. This rebuilding program, along with the arrival of the GP38-2s, has already significantly cut opportunities to photograph high-nose GP9s. Indeed, in a three week stay in the prairie provinces, we found these as the lead unit only three times. Our most productive chase of GP9s took place on the Breton Subdivision.

Running from Leduc, on the Edmon-

CP lines in ALBERTA restricted to B-B power

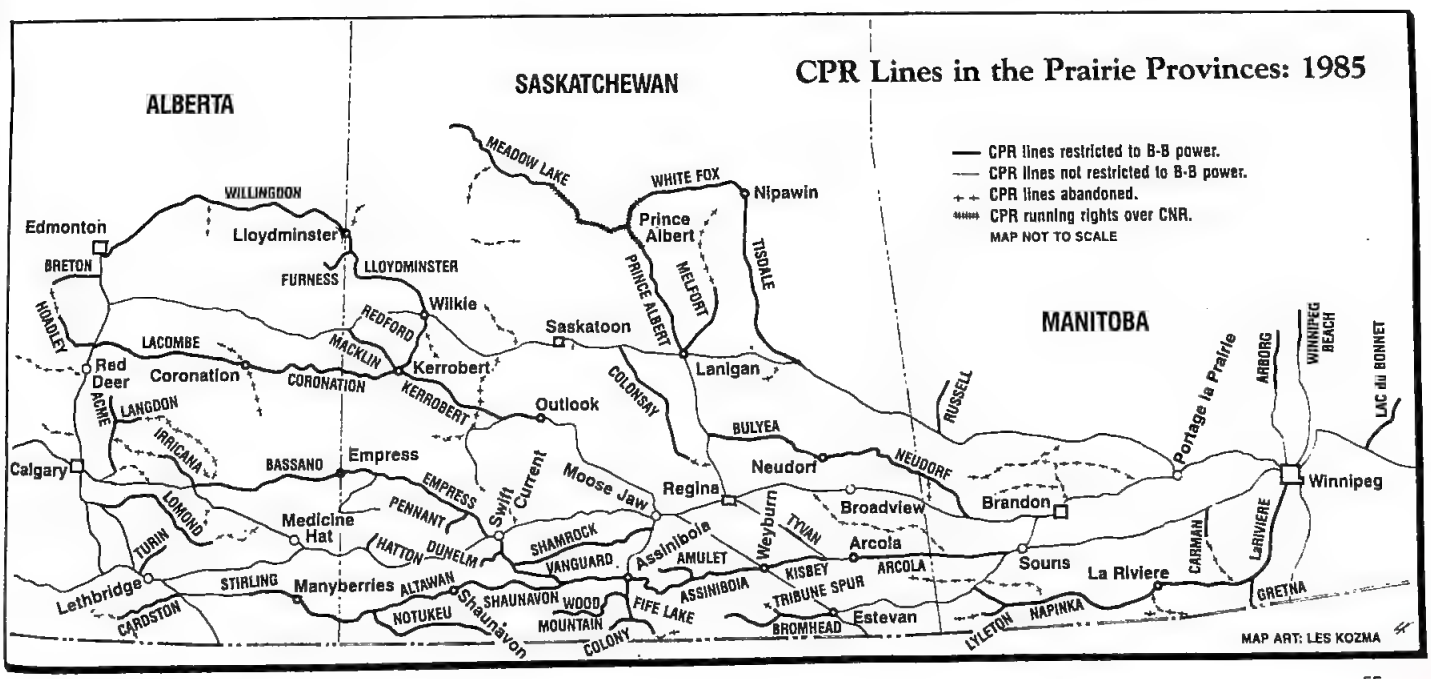
Subdivision	Terminals	Miles	MPH	Notes
Acme	Cosway-Wimborne, Alta	27.3	20	
Bassano	Empress-Bassano, Alta	118.4	30	
Breton	Leduc-Breton, Alta	43.0	25	
Cardston	Stirling-Cardston, Alta.	46.8	30	
Hoadley	Lacombe-Truman, Alta.	35.3	25	
Irricana	Bassano-Standard, Alta.	36.5	30	
Lacombe	Coronation-Lacombe, Alta.	106.7	35	
Langdon	Langdon-Carbon, Alta.	58.0	25	
Lomond	Eltham-Hays, Alta.	112.3	30	
Stirling	Manyberries-Stirling, Alta.	102.1	35	Only 35.6 miles restricted to B-B.
Turin	Coalhurst-Turin, Alta.	26.3	25	
Willingdon	Lloydminster, Sask.-Edmonton, Alta.	173.4	30	

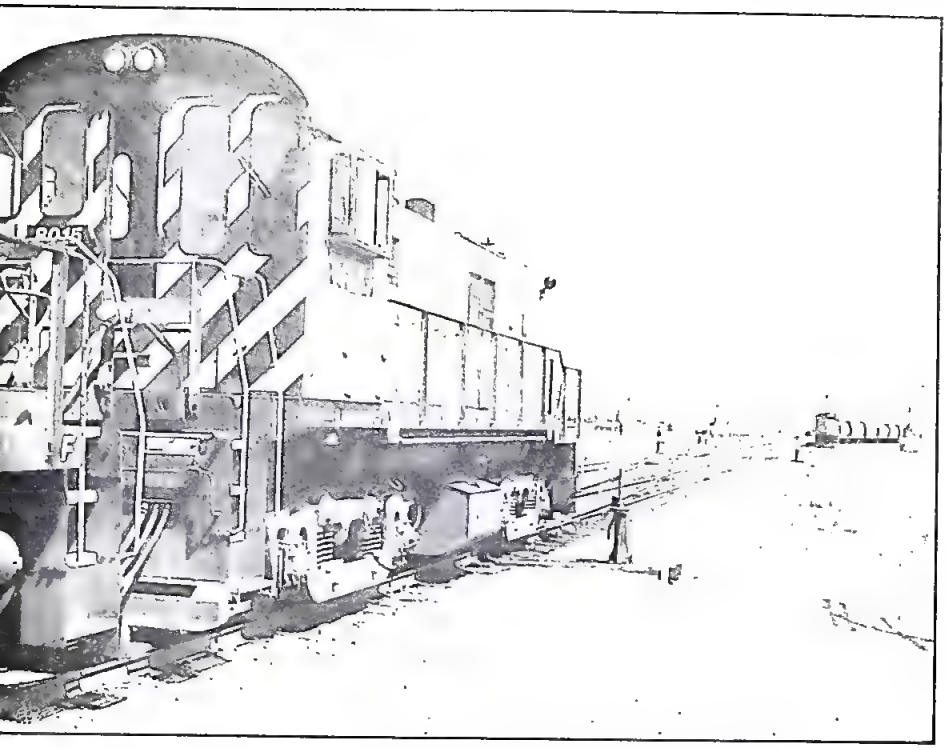
CP lines in MANITOBA restricted to B-B power

Arborg	Teulon-Arborg, Man.	74.3	30	Restriction on Arborg bridge only.
Arcola	Schwitzer, Man.-Arcola, Sask.	96.7	30	
Carman	Elm Creek-Carman, Man.	12.2	15	
Gretna	Rosenfeld-Gretna, Man.	13.8	20	
La Riviere	Rugby-La Riviere, Man.	111.0	30	Restriction on La Riviere bridge only.
Lac du Bonnet	Molson-Lac du Bonnet, Man.	64.5	25	Only 19.5 miles restricted to B-B.
Lyleton	Deloraine-Waskada, Man.	17.2	20	
Napinka	La Riviere-Napinka, Man	108.7	25	
Neudorf	Virden, Man.-Neudorf, Sask.	126.2	30	
Russell	Binscarth-Inglis, Man.	23.9	15	
Winnipeg Beach	Gimli-Riverton, Man.	81.9	25	Restriction on Riverton bridge.

CP lines in SASKATCHEWAN restricted to B-B power

Altawan	Shaunavon, Sask.-Manyberries, Alta.	122.1	30	Restricted to two units or less.
Amulet	Amulet-Crane Valley, Sask.	38.6	30	Restricted to two units or less.
Assiniboia	Weyburn-Assiniboia, Sask.	110.2	30	Restricted to two units or less.
Bromhead	Estevan-Minton, Sask.	79.0	20	Restricted to two units or less.
Bulyea	Neudorf-Bulyea, Sask.	86.4	30	
Colonsay	Colonsay-Dilke, Sask.	86.7	20	Line to be transferred to CN.
Colony	Rock Glen-Killdeer, Sask.	24.6	15	Abandonment pending. Restricted to two units or less
Coronation	Kerrobert, Sask.-Coronation, Alta.	116.5	30	
Dunelm	Player-Simmie, Sask.	24.6	10	Restricted to two units or less
Empress	Java, Sask.-Empress, Alta	111.8	30	
Fife Lake	Assiniboia-Coronach, Sask.	59.2	25	Restricted to two units or less.
Furness	Epping, Sask-Paradise Valley, Alta.	19.3	15	Abandonment scheduled for 8/85.
Hatton	Hatton-Golden Prairie, Sask.	17.1	30	Restricted to one unit.
Kerrobert	Outlook-Kerrobert, Sask.	102.5	25	Restricted to one unit.
Kisbey	Arcola-Stoughton, Sask.	61.8	25	Restricted to two units; restricted to B-B units between Arcola and Stoughton
Lloydminster	Wilkie-Lloydminster, Sask.	104.3	30	
Macklin	Kerrobert-Macklin, Sask.	46.4	20	
Meadow Lake	Prince Albert-Meadow Lake, Sask.	93.4	25	MLW units used.
Melfort	Lanigan-Lac Vert, Sask.	56.2	25	
Notukeu	Consul-Val Marie, Sask.	96.4	30	Restricted to two units or less.
Pennant	Pennant-Verlo, Sask.	24.5	30	Restricted to one unit.
Prince Albert	Lanigan-Prince Albert, Sask.	113.4	30	MLW units used.
Reford	Kerrobert-Wilkie, Sask.	42.8	15	
Shamrock	Archive-Hak, Sask.	103.4	25	79.9 miles may be abandoned. Restricted to two units or less.
Shaunavon	Assiniboia-Shaunavon, Sask.	118.2	30	Restricted to two units or less.
Tisdale	Tuffnell-Nipawin, Sask.	131.7	40	
Tribune Spur	Southall-Tribune, Sask.	7.0	10	Restricted to two units or less.
Tyvan	Stoughton-Regina, Sask.	87.2	30	Restricted to two units or less. Restricted to B-B units between Fillmore and Tyvan.
Vanguard	Swift Current-Meyronne, Sask.	76.5	25	Restricted to two units or less.
White Fox	Nipawin-Prince Albert, Sask.	91.8	30	MLW units used.
Wood Mountain	Maxstone-Mankota, Sask.	64.6	20	Restricted to two units or less.





ton-Calgary line, to Breton, this 46.2-mile branch sees daily except Sunday service. Originating at South Edmonton, a turn that usually leaves about 8:00 a.m. runs at least as far as Warburg (Mile 33.5). Often powered by GP38s, this run also serves main line industries at Nisku and Leduc. Though short on outstanding photo spots, our good fortune in catching a classic pair of GP9s, made the trip more than worthwhile.

Railfanning on the prairie

As our small sampling shows, there is plenty of action featuring a good variety of B-B power on CPR branch lines in the prairie provinces. With some careful planning, finding trains to chase is not that difficult because CPR employees from management on down, within the limits of time, willingly cooperate with responsible railfans. (Releases to visit company property can be obtained at division headquarters like Moose Jaw and Saskatoon.) However, finding company employees to get information about train movements is becoming increasingly difficult.

With modern operating methods, the number of train order operators is declining rapidly. While all the locations described in this article still have operators, even some division points like Kerrobert, Sask., do not. Moreover, while a scanner is helpful, along remote branch lines there is often little radio chatter to monitor. Because of the dwindling number of operators, we have found it best to plan trips on weekdays when railway employees are most likely to be on duty.

As we sought information about train operations this year, a new source of information also emerged: grain elevator employees. Though they might not know the exact schedule of the train, grain elevator operators do usually

AT ITS SMOKY BEST, RS23 8015 leads the Prince Albert job away from the junction with the Sutherland Sub at Lanigan. To serve Humboldt, Sask., CP uses the CN through town (top left); that's CN GP38-2W 5566 in the yard. "Pure" Geeps on the Breton Turn (left) pause on the Edmonton-Calgary main to work Nisku, Alb., on July 17.

know whether a train is scheduled for their branch on a particular day and the pattern of operations so that you can make an approximation about where it can be found. As with railway employees, the courteous railfan can almost always count on a friendly reception from workers at the elevators.

Two important changes along CP branch lines in the prairie provinces are going to make railroading in the region considerably different in the next three or four years. One of these is the rapid progress being made at rehabilitating branch lines. Spurred in part by new agreements with the unions that allow reduced crews in exchange for a ten-hour day, and financed in large part by the Canadian Government's Branch Line Rehabilitation Program, we were amazed at the effort being put into upgrading lines in the areas we visited. Not only will these efforts greatly reduce the number of boxcars in grain service, but they will allow increased trains speeds that will make chasing somewhat more difficult. While this work is in progress, however, they also create more action and provide ballast trains to photograph.

More important perhaps, are the changes that are coming in the motive power. While the RS23s are apparently safe for a while yet, the presence of C424s in western power pools is iffy at best, and the as-built GP9s are clearly in their last years. Indeed, by 1990 it is likely that the CP trains in western Canada will be predominantly powered by only two units: GP38-2s on the branches and SD40s on the mains.

While much will be lost in the next four or five years, a few summers still remain to find a variety of power on rural branch lines in settings that recall an earlier era.

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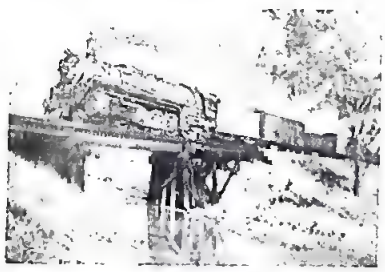

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Videos

"Union Pacific 6900s, The Centennials," by Video Rails, P.O.Box 80001, San Diego, CA 92138. VHS or Beta videocassette, 30 minutes, $39.95 postpaid (Cal. res. add 6% tax). VISA or MasterCard honored.

In May 1985 the Great Yellow Machines hauled their last revenue tonnage, and the 6936 was assigned to the Cheyenne fantrip motive power fleet—aside from some special events and further museum donations, the story of the world's largest diesels is now complete. It is thus appropriate that during that same month Video Rails completed its half-hour video story of the UP DDA40X Centennials

This tape is an extremely professional-looking production with excellent camera work, editing and image quality. It begins with a title block that includes some fascinating special-effects graphics and gets right into the story behind the creation of the Centennials. Brief scenes of GP20s and F-units lead to satisfying color footage of DD35s, turbines, U50s and Century 855s in action—all the units that contributed to the development of the DDA40X, the world's most powerful land vehicle. This is prime stuff.

Then you're given a guided tour of the innards of a DDA40X by UP shop man Kent Denkers—this is the only weak part of the production, as his descriptions are often a bit strained. It was interesting, however, to see many of the locomotive's components isolated in the shop. The runby of the underside of a Centennial from a shop pit will have you convinced half way through that the fuel tank is actually the underbelly of an aircraft carrier—that thing is huge!

Six minutes of fine main line action comes next, with scenes ranging from conventional runbys to pacing shots, all with very good accompanying sound. This includes one train with three 6900s and two SDs on a string of stock cars. A brief tour of the cab is followed by a cab ride west out of Cheyenne up Sherman Hill via the Harriman Line (Track 3). Incidentally, the radio chatter that begins the cab ride makes reference to the "Extra 3350," which was the lead unit on that train before the two Centennials were added at Cheyenne.

Anyone familiar with Sherman Hill will recognize the famous locations, including Dale Junction and Hermosa Tunnel, as the train makes its way westward. A few scenes of Cajon Pass and Feather River Canyon preceed the wrap-up of the show with UP President Flannery presenting the 6946 to the museum at Portola.

The Centennials are now history, but this tape gives a lasting summary of what they were all about. The half-hour format and low price makes this an attractive buy for anyone interested in the Big Boys of the diesel world—J.B.

"Over, Under, Around and Through the Clinchfield Railroad," by Lasting Impressions, 10711 English Oak Ct., Louisville, KY 40222. 35-minute VHS or Beta videocassette, $44.95.

I haven't spent much time on the Clinchfield since the Seaboard System merger, but this tape gives me a pretty good idea of what things are like down there now. Six-motor power is predominant, mostly in fresh SBD or faded L&N gray, with a few SCL black-and-yellows just to keep things interesting. Virgin Clinchfield power is nearly all gone. But that fabulous mountain railroad is still there in all its glory, and this tape will give you a taste of what it's all about.

A few nice coal train scenes introduce Erwin, Tenn., the heart of the old Clinch, and you get a look at the CTC board that runs the railroad. Then a dispatcher describes some typical train movements in a rich Appalachian accent using the everyday language of working railroaders. The magic of the coal country comes through in every word . . . "then the Second Moss Turn brought his loads down to . . .". Don't try to understand the moves, just listen to the flow of the speech.

Then follows a variety of action scenes with big power and rugged country, including some fine pacing shots, until you're stopped by a headlight piercing a thick fog. Out of the mists emerge a set of Seaboard System F-units (former-Clinchfields, of course) on a passenger extra, and then we get a cab ride in the Fs south out of Erwin. With the engineer using an interesting extension handle on the throttle, we hear some classic EMD sounds as we view the railroad from the cab. The engineer describes the line as we go and tells what it's like to handle a coal train over the same route. There's the Yancy R.R. bridge at Kona and a meet with a local at Spruce Pine before the centerpiece of this production: a ride down "The Loops," complete with all those tunnels (identified by character-generated names on the screen) and a split-screen technique that lets you follow your progress on a map that is brought in from time to time.

After that, it's off the train for some pacing of the Fs and more coal and manifest action with big units, including some of the N&Ws that mix it up with the Clinch in the middle of the railroad. A map here would have been a big help here in keeping the action sorted out (grab an old *Official Guide* and solve this problem yourself).

Lasting Impressions has put together a pleasing package. The "story line" is a bit loose, but the camera work and editing are very well done. It was shot in the spring of 1984, and the countryside is beautiful in the lacy green of the early season. While not a comprehensive study of the Clinch, this tape surely illustrates what so many railfans find fascinating about that railroad. It makes me want to pack up the cameras and head south right now—J.B.

Railfanning is:

Turning on the scanner at 3:00 a.m. while heating the baby's formula.

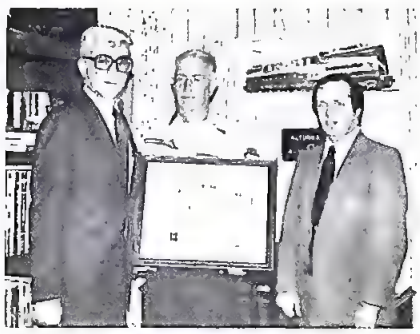
JIM GEROFSKY

BY JIM BOYD

BILL WITHJHN

GATHERED AT EL PASO in front of SP 2-8-0 3420, fired up for the R&LHS convention on May 5, 1985, are (l to r) R&LHS Award recipients Bill Edson (Senior Achievement), H. Roger Grant (Book) and Phil Hastings (Photography). Article Award winner Bert Pennypacker (below, center) received his award at his home from NRHS Philadelphia Chapter President Frank Tatnall (l) and Region VP Larry Eastwood.

The R&LHS Awards



LARRY EASTWOOD

The Railway & Locomotive Historical Society presented its fourth annual Railroad History Awards at its 1985 national convention in El Paso, Texas, on May 4. Before presenting the four awards for this year, the Awards Panel announced that the program had been endowed with two gifts of $5000 each, which will help support the costs of the program in future years. In honor of the contributors, the Book Award will be henceforth known as the "George W. and Constance M. Hilton Book Award," and the Photography Award as the "Fred A. and Jane R. Stindt Photography Award." They also announced that the Awards Program had received a $1000 gift from Gerald M. Best, in addition to the gift Jerry gave last year.

One Senior Achievement Award was voted this year, and the recipient was William D. Edson, a professional railroader and rail historian. Known for his reference-caliber works on locomotive rosters and motive power history, Bill, age 59, was Chief Mechanical Engineer for the NYC until 1968, when he went on to the FRA and Amtrak. In addition to his books dealing primarily with NYC motive power, Bill's latest effort is *Railroad Names: A Directory of Common Carrier Railroads Operating in the U.S., 1826-1982*, listing over 6000 companies, their predecessors, active dates and disposition.

The Photography Award, presented this year for a lifetime of significant work, went to Dr.Philip R. Hastings. Dating back to his first railroad photo, a B&M 4-4-0 at Concord, N.H., in 1937, Hastings has had a profound influence on rail photo-journalism—with its emphasis on recording trains in context, rather than strictly roster views or three-quarter wedge action shots, today's typical railfan photography reflects the style pioneered and popularized by Phil Hastings. He is probably best known for his travels with *Trains* Editor Dave Morgan in the late 1950s that produced a series of articles later put between hard covers in *The Mohawk That Refused to Abdicate*, one of the greatest railfan books of all time.

The Book Award for this year was for works published from 1982 through 1984, and the nominees were: *Electric Railway Pioneer: Commuting on the Northwestern Pacific, 1903-1941*, by Harre Demoro; *Bonds of Enterprise: John Murray Forbes and Western*

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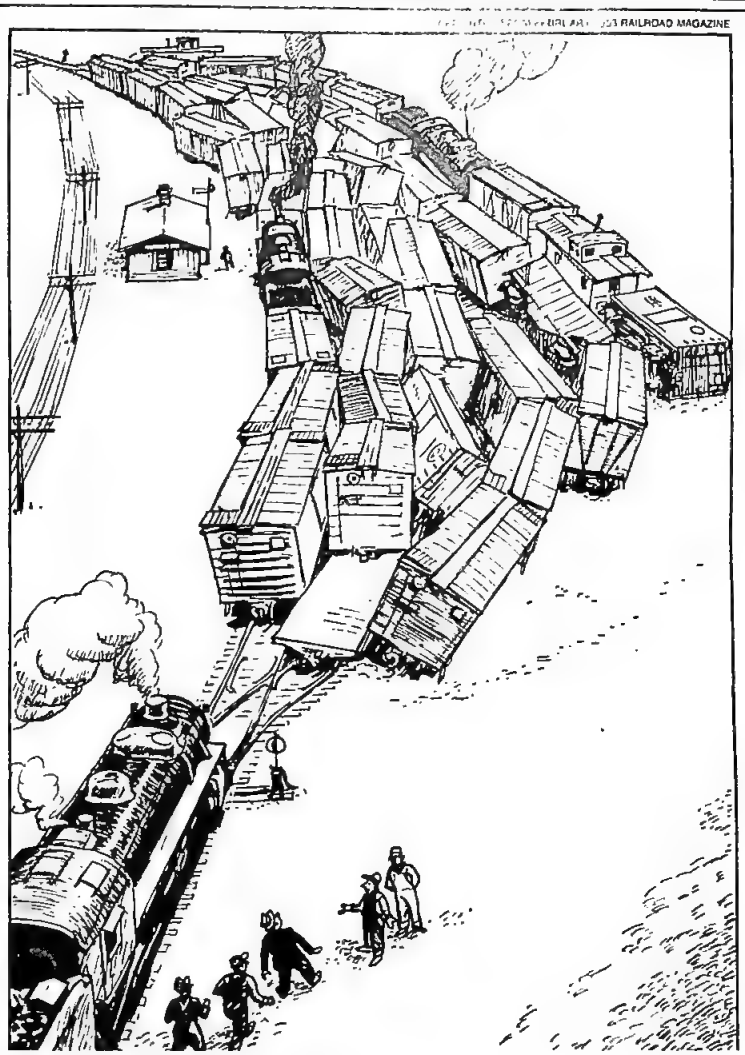


NOT ON THE WHEEL REPORT — By Joe Easley

"We had one of those switching problems— two long freights to pass with a single short siding . . ."

Development in America's Railway Age, by John L. Larson; *Texas Electric Railway*, by Johnny J. Myers; *No Way to Run a Railroad: The Untold Story of the Penn Central Crisis*, by Stephen Salsbury; *Tehachapi*, by John R. Signor; *Metropolitan Corridor: Railroads and the American Heritage*, by John R. Stilgoe; and—the winner—*The Corn Belt Route: History of the Chicago Great Western Railroad Company*, by H. Roger Grant.

Grant's book, published by the Northern Illinois University Press in 1984, has been characterized as "a model work of American business history." It is an attractive book that combines a fascinating subject and insightful analysis of the CGW's innovations and struggle against big competitors. Professor Grant, age 41, teaches history at the University of Akron, and among his 81 published articles and four books was the 1978 *The Country Railroad Station in America*, co-authored with Charles Bohi, who did the feature in this issue on the CPR prairie branch lines.

Magazine articles published with cover dates of 1983 through 1984 were eligible for this year's Article Award, and the nominees were: "The Changing of the Guard," by Douglas J. Bowen, in the December 1984 *Passenger Train Journal*; "Santa Fe in the Land of Dorothy and the Wizard," by Fred W. Frailey, in the April 1984 *Trains*; "The Van Sweringen Berkshires," by Eugene L. Huddleston in the May, July and September 1984 RAILFAN & RAILROAD; "Air Brakes for Freight Trains: Technological Innovation in the American Railroad Industry, 1868-1900," by Steven W. Usselman, in the Spring 1984 Business History Review; "*On Time: Railroads and the Tempo of American Life*," by *James A. Ward in R&LHS Autumn 1984 Railroad History, No.151*; and "Once the Greatest of Builders: The Norris Locomotive Works," and "The Norris Construction Record," by John H. White, Jr., and William D. Edson, in the R&LHS Spring 1984 *Railroad History, No.150*; and—the winner—"The Grandest Railway Terminal in America," by Bert Pennypacker in the December 1983 *Trains*.

Pennypacker's article, of course referred to Philadelphia's old Broad Street Station,

which closed in 1952. While the awards of the Senior Achievement, Photography and Book Awards were on hand at the R&LHS banquet in El Paso for presentation of their certificates, Pennypacker was unable to make the journey and was presented his framed certificate at his home in Philadelphia by National Railway Historical Society Eastern Region Vice President Larry Eastwood and NRHS Philadelphia Chapter President Frank Tatnall.

The fifth annual R&LHS awards will be presented in early 1986 at their convention in Sacramento, on the occasion of the Fifth Anniversary of the California State Railroad Museum.

Railfanning Is:

We've been putting in our little RAILFANNING IS: since the Winter 1976 issue of RAILFAN, and its message has been everything from profound to frivolous, intended to be simply fun. A recent letter from Jim Gerofsky of Little Ferry, N.J., points out, however, that it reflects railfanning as experienced by an unmarried, white, male, professional railfan. He has a valid point. So, with this issue—and his suggested entry on page 60—we are opening the feature up to ideas contributed by readers. Rather than belabor the issue with a letter or explanation each time, we will simply add a credit line similar to a photo credit and pay $10 to the contributor. Railfanning is: Making ten bucks with your own RAILFANNING IS:.

Any witnesses?

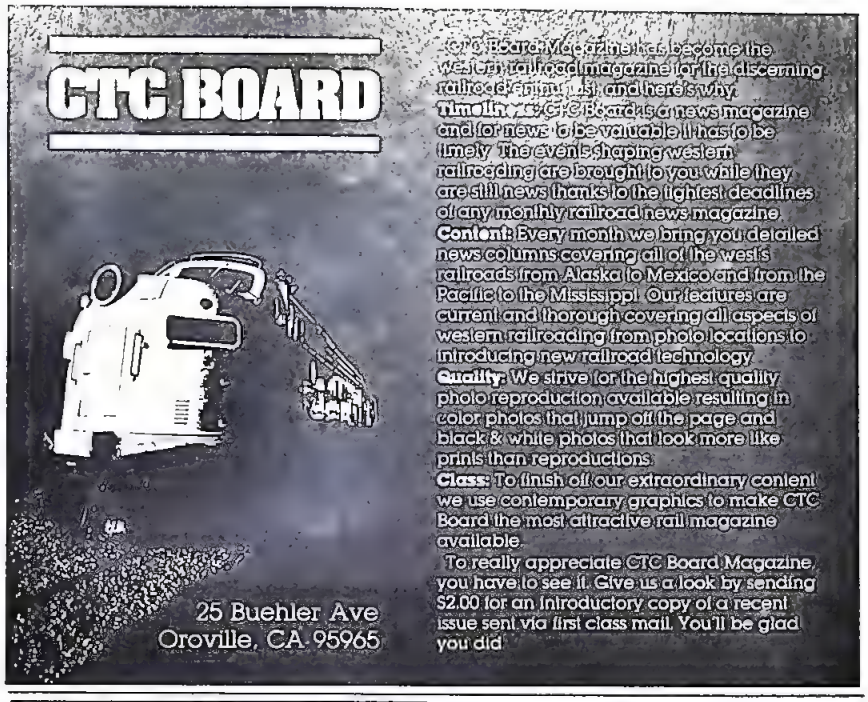
On January 17, 1985, railfan John Jaidinger of Marengo, Illinois, was on the Cotton Hill bridge near Beckwith, W.Va., photographing ACE 4-8-4 614T westbound on the C&O, when he was struck and injured by a passing automobile. The driver of the car was apparently not a railfan and not associated with the group of railfans who were also on that bridge that Thursday about 11:00 in the morning. In order to verify what took place, Mr. Jaidinger's lawyer would like to contact anyone who witnessed the accident. If you were on the Cotton Hill bridge and saw what happened, please call James O'Connor in Chicago at 312/372-8822.

Big Sylvania flashbulbs

There has been much speculation in recent months about the availability of the big GTE Sylvania No.2 flashbulbs that have made possible most of the group night photo spectaculars that have become fairly common railfan events. News that Sylvania was willing to sponsor another "Big Shot" for Dale Sanders in the Feather River Canyon (see pages 20 and 67) was an indication that the big bulbs are, indeed, still available.

A conversation with the GTE Sylvania office in Danvers, Mass., confirmed that No.2 flashbulbs are still a catalog item and are available to retailers from any Sylvania distribution center—you cannot purchase them directly from a Sylvania warehouse but must go through a retailer. There may be shortages of the bulbs from time to time, for they are produced only on a demand basis once or twice a year at the plant in Montoursville, Pennsylvania. We caught one of these "dry spells" a year or so ago and got the impression that the bulbs were gone for good, which is definitely not the case.

GTE Sylvania's No.2 clear and No.2B blue flashbulbs are available, but they're not cheap. The suggested retail price is $2.92 per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SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 15 & 16, 1985. Edaville, Rte 58, 10am to 5:30pm. Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 1185

SATURDAY, AUGUST 3, 1985, Atlanta, Georgia, Southeastern Railroadiana Collector's Eighth Annual Railroadiana/Model Train sale and trade show, Le ier Plaza Hotel and Conference Center, I-85 at Monroe Drive, 9am to 4pm. Admission $2, tables $15. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 985

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SATURDAY & SUNDAY, AUGUST 31 & September 1, 1985: 9am to 4pm, Train Fair, Transportation Museum, Roanoke, VA. Models, Railroadiana, Memorabilia, Collectibles. Admission $2, 12 & under $1. Dealer tables available. Information SSAE to: North Marietta Depot, Box 866006, Marietta, GA 30066. (404)427-8093 After 6pm. 985

SATURDAY, OCTOBER 12, 1985: 10am to 4pm, First Annual Carolina In The Fall Train Fair, National Guard Armory, Belmont, NC. Models, Railroadiana, Memorabilia, Collectibles. Admission $1, maximum $3 family. Dealer tables available. Information SSAE: North Marietta Depot, Box 866006, Marietta, GA 30066. (404)427-8093 after 6pm. 985

AUGUST 3rd, 1985: Steam excursion behind Little River RR #110 Pleasant Lake to Steubenville, IN. All tickets $2 in advance before July 13th. Charlie Willer, 523 Standard Bldg., Ft. Wayne, IN 46802. 785

RAILFEST 85 - Saturday, September 21 in San Diego's Balboa Park. Railfan movies, slides, photo contest, swap meet, model railroads. $5 before Sept. 1, $7 at door. Write: SDMRRM, Casa de Balboa, San Diego, CA 92101, or phone (619)462-1058, 985

THE STOURBRIDGE Line Railroad offers a 52-mile round trip ride from Honesdale to Lackawaxen, PA and return through the beautiful Pennsylvania Mountains. A layover in Lackawaxen will include a ride on the Butler Express and a chance to stop at the home of Western writer Zane Gray Museum and the Roebling Bridge. Two excursions daily, July 20, 21, 27 and 28; Sept. 28 and 29, Oct. 5, 6, 12, 13. Adults $9.50; Senior Citizens $8.50; Children 3-11, $5.00. Under 3 free. Group rates available. Write Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA. Phone (717)253-1960. 985

JACKSONVILLE, FLORIDA - Suwanne Steam Special, November 9, 10, and 17. Round trip each day - Jacksonville to Valdosta. Motive power will be N&W No. 611. The consist will include a recording car, air conditioned and open window cars. Photo run-by at Fargo, Georgia. Fare per person, $36.00, children two years and younger ride free. For additional information or tickets send SSAE to: Jim Wilk c/o North Florida Chapter NRHS, PO Box 16493, Jacksonville, FL 32245 or call (904)783-3500. 186

RAILROAD FESTIVAL—Delaware & Ulster Rail Ride, Arkville, NY 12406, Saturday, Sept. 14, 10am to 4pm. Railroadiana and Model Trains. Tables $10.00. All day passes including Show, Rides to Fleischmanns, Highmount and NEW Kelly Corners. Festival, PO Box 243, Stamford, NY 12167. (607)652-2821. 985

ON SEPTEMBER 28, the Charleston Chapter of NRHS, and the Police Athletic League is sponsoring an excursion from Charleston, S.C. to Branchville, S.C. and return; and from Charleston, S.C. to Columbia, S.C. and return on September 29. Both trips will be powered by Norfolk and Western's Green & Gold 2-8-2 Steam Locomotive #4501. Send self-addressed stamped envelope (SSAE) along with $34.00 per person for the September 28 trip to Branchville, and $36.00 per person NRHS, PO Box 10081, Charleston, SC 29411. There will be no charge for children under 5 years of age, and not occupying a seat. 985

BOOKS & PUBLICATIONS

UNION STATION REMEMBERED soft cover. A photo history of Portland, Maine's beautiful RR station and it's trains 8½x11 173 pages, over 190 photos $19.95 plus $1.35 postage and handling. Maine residents $1.00 sales tax to: J and C Books, PO Box 1378, Scarborough, ME 04074-1378. 186

RAILROAD BOOKS including out of print books. Send SSAE for list. Chatham Publishing Company, PO Box 283, Burlingame, CA 94010. 985

JAPAN BY RAIL—New Book. Supplement to "Electric Railways of Japan". 160p plus 8p color photos, color covers. Extensive information on travel by rail, interurban and tramway, sample itineraries, also covers JNR developments, electric industrial and non-electric passenger and freight lines, Japanese-English glossary, annotated bibliography, more. A must for the railfan traveler. Only $19.95 plus $1 postage per order from The Map Factory, Box 3484, Los Angeles, CA 90078-3484. 985

RECEIVE AIR HORN AND STEAM WHISTLE Enthusiast organization's bimonthly publication "Horn & Whistle." $12/year. Money back if not satisfied with first issue received. 140 Forest Avenue, Glen Ridge, NJ 07028. 985

OUT-OF-PRINT railroad and traction books, magazines, Official Guides, Poor's Manuals, timetables, annual reports. Please send $1 for large catalog. Want lists welcome. Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470. 985

NEW BOOK BARGAINS: Bookcliff Railway $20.00; "Crystal River Pictorial" $25.60. Postpaid, write first, list/wants SSAE. Moonfire's Books, PO Box 15706, Lakewood, CO 80215. 985

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"TRAIN COLLECTORS ENCYCLOPEDIA" training edition, volume II by William Vagell. Over 125 pages, listing collecting tips, wiring diagrams, pictures of collections and collectors, restoration tips including how to make old track look new, fantastically easy way to strip old paint from trains and lots of pictures of old trains, all makes. Mint condition from a stock that was printed in 1969. Send $12.00 plus $2.00 UPS. Satisfaction guaranteed. Tony Hay, Box 9274-R, Huntington, WV 25704. 786

TWO CB&Q BOOKS: "Wahoo Depot", 32 page, softcover limited edition history of CB&Q depot at Wahoo, NE, $5.50 postpaid. "The Wymore Story," 64 page, softcover history of CB&Q's Wymore Division in Nebraska, $10.50 postpaid. Order from South Platte Press, Box 163, David City, NE 68632. 985

BACK ISSUES - Railroad Magazine, Trains, Model Railroader, Railfan, Model Craftsman, others. SSAE for list. Alter Magazines, Mendhamsville, NJ 08836. TF

"NARROW GAUGE TO THE HILLS" by Mead, $15.95 plus $1.25 shipping from David & Charles, North Pomfret, VT 05053 TF

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AUTHENTIC RAILROAD MEMORABILIA: The latest issue of "The Atlantic Express" features railroad issued china, silverplate, glassware, linen, keys, locks, lanterns, timetables, and more. For newest listing send $1 and #10 LSSAE to. Railroad Artifacts, Box 305, Cheektowoga, NY 14225-0305. 985

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bulb—blues and clears are the same price. Your retailer would probably have to order a minimum of a 50-bulb case, which comes to $175.20, list price. Don't be surprised if we have to "pass the hat" at future night sessions to help pay for the bulbs. Dale Sanders' Feather River spectacular used 750 bulbs—that's $2190.00 worth at retail prices! Trying to light railroad-sized subjects, however, is almost impossible with anything less than the big No.2s, and regardless of price, it's good to know that we will continue to have a bulb supply for the likes of the night spectaculars at Cass, East Broad Top and Steamtown—and maybe another North Fork somewhere.

New price

It seems that the cost of everything in the printing business is always going up, even at a time when inflation is not a national crisis. To maintain the quality that you've come to expect of R&R, we've upped the domestic cover price to $2.25 per copy. And to compensate for the increasingly deep difference between the U.S. and Canadian dollar, we've been forced to raise the price in Canada to $2.75. (No, that's not the reason we have both CNR and CPR articles in this issue.)

Jim

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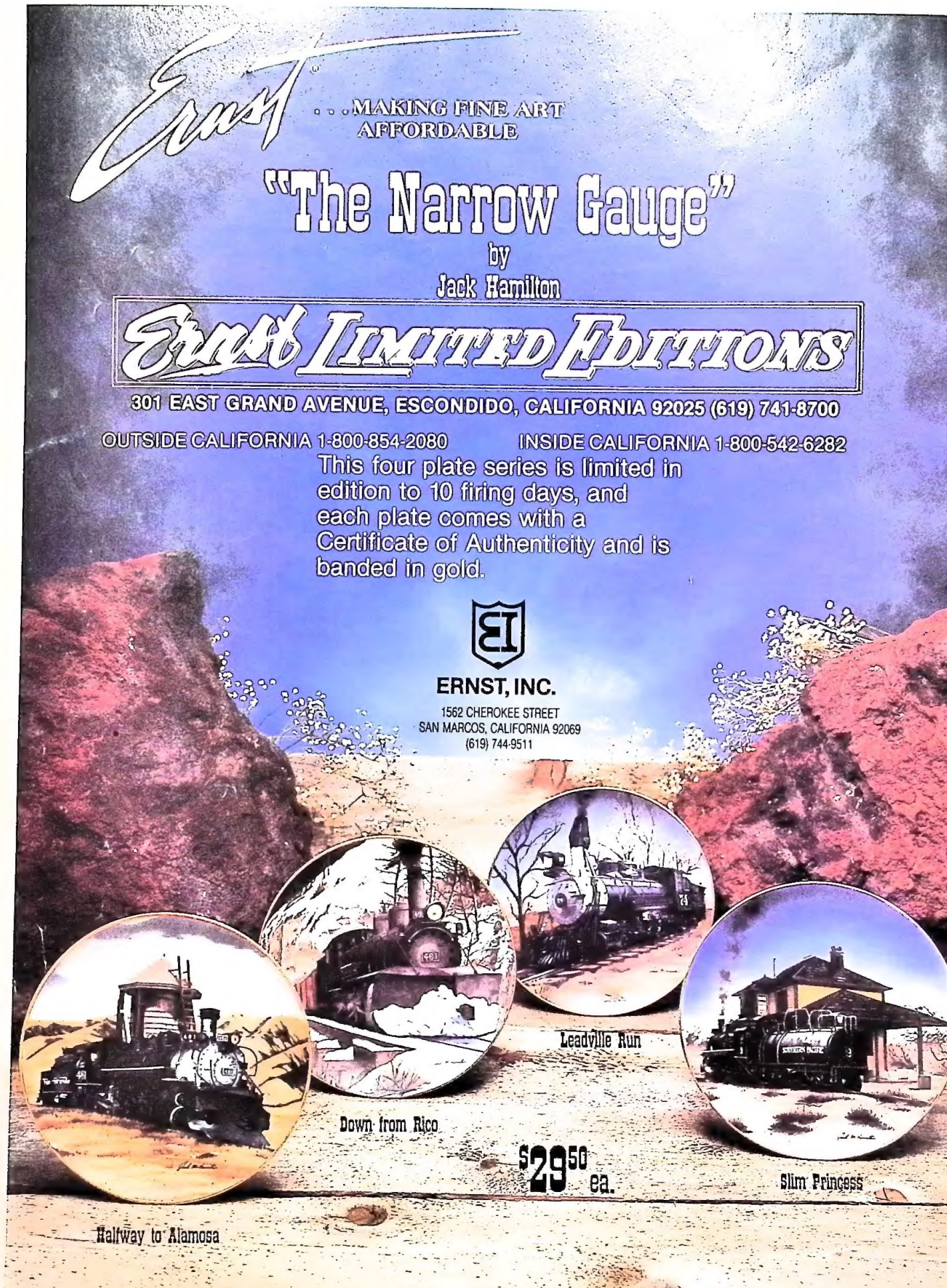
KODACHROME: TOM SAVIO

North Fork "Big Shot"

Reminiscent of the historic October 20, 1954, night when they used 6000 flashbulbs to light up Horse Shoe Curve, Sylvania sponsored its 19th "Big Shot" when it donated the 750 No.2 flashbulbs Dale Sanders and his crew used to light up eastbound freight SSL on the former-WP North Fork viaduct in Feather River Canyon on April 27, 1985 (the last previous Big Shot was the cruise ship *Hamburg* in June 1969). This was part of his "A Day in the West" project for the June 1985 *CTC Board* (see page 20). Another event that day was the SP employees special from San Jose to the California State Railroad Museum at Sacramento behind the museum's SP E9 6051, shown (left) at Point Pinole (see page 28).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